

Dominion of Canada Oils Refinery

COMPANY (LIMITED).

HOUGHTON AND HOWELL'S PATENTS AND PROCESSES.

CAPITAL £150,000, IN 30,000 SHARES OF £5 EACH, FULLY PAID.

£2 per share to be paid on application, and £3 on allotment.

Only 13,000 shares will now be offered to the public at par. The remainder will be issued rateably to the original shareholders, should further capital be required, at such premium as the company may determine. Dividends payable half-yearly. Shareholders can obtain share warrants payable to bearer.

DIRECTORS.

Colonel J. A. COLE, late Acting Governor of New Brunswick.
CHARLES JAMES FOX, Esq. (Messrs. Fox Brothers), Great St. Helen's, E.C.
THOMAS HARVEY, Esq., St. Clement's House, Clement's Lane, E.C.
WILLIAM TUXFORD, Esq., 106, Upper Thames-street, E.C., Director of the Great Laxey Mining Company.
(With power to add to their number.)

BANKERS—Messrs. BROOKES AND CO., 81, Lombard-street, E.C.

SECRETARY—B. WILLIAMS, Esq.

IN CANADA:

MANUFACTURING MANAGER—H. F. HOWELL, Esq.

GENERAL SUPERINTENDENT—CORNELIUS STOVIN, Esq.

OFFICES,—ST. CLEMENT'S HOUSE, CLEMENT'S LANE, LONDON, E.C.

ABRIDGED PROSPECTUS.

The improvements effected by the patented still and machinery of Messrs. Houghton and Howell, of St. Catharines, Ontario, in the manufacture of the crude oils of the Dominion are unrivalled. No Canadian oils manufactured by the common process can compete with them. Their carbon, golden machinery, and dark lubricating oils are the best manufactured, and the cheapest in the market.

The residuum to the extent of 40 per cent. of the crude oil, which is wasted by all other makers, is not only utilised by Messrs. Houghton and Howell, but the most valuable products are obtained therefrom by their processes. From this waste material a lubricating oil is produced which has no equal, either in Europe or America—a fixed oil, that is not decomposed or dried up by the heat of engine cylinders, that is not injurious to iron, that will not oxidise, that produces no acid reaction, that remains perfectly limpid at 2° below zero, and that is not explosive or inflammable.

For railways it has no equal for economy and durability. The great objection to Canadian oil has been the disgusting odour arising from the sulphur and arsenic contained in the crude oil, which other manufacturers have attempted to neutralise by chemical means, but the odour invariably returns, having been only temporarily neutralised or disguised.

In consequence of the offensive odour the Canadian crude oil sells at only £2 per barrel, and there is annually a surplus stock unsaleable of about 350,000 barrels. The United States crude oil, being much purer, sells at about £8 per barrel, showing a difference in first cost of 3s. or 2s. per barrel, in favour of Canadian.

By Messrs. Houghton and Howell's patent still and processes the Canadian oils are rendered superior to the American in all respects, and their carbon oils are manufactured at much less expense than the same description of oils produced in Canada or the States by the common process of destructive distillation.

By these patents the arsenic and sulphur are entirely removed from the carbon oils, and they manufacture from the crude oil carbon oils, thoroughly deodorised, and rendered equal to the best American white, with a fire test of 125°; they have also lately succeeded in producing a still higher quality of carbon oil, with a fire test of 175° Fahr., suitable for head lights for locomotives and for signal lights.

They also produce the finest lubricating oils, having no smell, which mix well with olive, sperm, lard, and seal oils, improving the qualities of those oils for machine purposes, and, consequently, largely reducing their cost.

Next to the important object of deodorising the Canadian oils is the utilising the crude oil to the greatest possible extent. The largest amount obtained by other Canadian refiners from the crude is 40 per cent., and their products are, even then, unfit for exportation; while Messrs. Houghton and Howell, by their patent still, obtain a yield of from 90 to 95 per cent; each of their oils, at the same time, possessing a greater money value than those obtained by other manufacturers by the old mode of distillation.

The present proprietors and patentees, in order to obtain additional capital to erect the necessary works and machinery, and purchase the surplus stock of crude oil to enable them to meet the rapidly increasing demand for their lubricating and other oils, have agreed to assign to this company all their plant, patents, processes, and inventions for the manufacture of Canadian and other oils, for the sum of £50,000, of which amount they have stipulated to retain an interest in the company, in paid-up shares, to the extent of £38,000, and to continue in the management of the works, receiving in cash the sum of £12,000 only.

As the company intend to continue the purchase of crude oil and residuum, and not to become interested in oil wells or lands, it will be manifest that this is not, in any respect, a speculation, but the mere extension of a certain and highly profitable business.

The following statement is furnished by Messrs. Houghton and Howell:—

"The surplus crude oil of the Dominion now unsaleable is estimated at 350,000 barrels per annum, the whole of which can be controlled and manufactured by this company. The following figures exhibit the ascertained profit upon the manufacture of this quantity or any proportionate amount thereof.

350,000 barrels of crude oil will make 210,000 barrels of carbon oil, which at 1s. sterling per gallon, including barrels, will pay a profit of 16s. per barrel, equal to	£168,000 per annum.
50,000 barrels of dark machine oil, at 2s. sterling per gallon, including barrels, will pay a profit of	120,000 "
50,000 barrels of dark lubricating oil or grease, at 2s. sterling per gallon, including barrels, will pay a profit of ..	132,000 "
Total profit per annum on the manufacture of 350,000 barrels of crude oil	£420,000

Full prospectuses, with certificates from Messrs. Cornelius Stovin and others, and forms of application for shares, can be obtained from the secretary, at the company's offices, St. Clement's House, Clement's Lane, Lombard-street, E.C.

EAST DOLWEN COMPANY (LIMITED).

In 5000 shares of £1 each, without further liability.

This company has been duly registered under the Companies Acts, 1862 and 1867, for the exploration of a large grant of mineral ground, of nearly 450 acres, most advantageously situated, and adjoining the productive mine of Dolwen, on the east, with its lodes—as sufficiently proved by costean pits from the surface—passing through from the western to the eastern boundary.

On both the north and south of this grant is a large and never-falling stream of water, arising respectively from two large mountain lakes, still further east, known as Llyn-Ieuan and Llyn-Rhydd-Nant, which streams empty into the My-Nach, and form the celebrated cataract at Devil's Bridge.

The mountain of East Dolwen, so advantageously placed, attains besides a steep elevation that the ridge of the hill is quite 120 fms. above the course of the northern valley—thus its mineral value will be most economically and speedily proved; and, without the aid of any machinery, the main and highly productive lode—supposed to be that of Frogoch of the Lisburne Mines—now so energetically prosecuted on the west, both at Bodocoll and at Dolwen, will, by means of a cross-cut, be reached at 35 fms. deep, in less than 50 fms. drive.

Further particulars, reports, and surface-plans, showing the extent of the lodes, together with a form of application for the few remaining shares, may be obtained from J. B. BALCOMBE, Esq., Managing Director of the Company, Aberystwith.

NOTE.—The SHARE LIST will be CLOSED on the 27th instant.

THE CASTLE AN DINAS TIN MINE.

This property, once known as the Royaton, is now again in full work. The company has been registered under the Limited Liability Acts, 1862 and 1867. The vendor guarantees a dividend of 10 per cent. for three years.

To show how far the company were right in purchasing this property, it may be stated that, at a cost of less than £100, £250 of tin has been sold, and, as the works were left in such a sad state, the mine can only just be said to have started; however, now the works both at surface and underground are all in splendid working order, and there is a good batch of tin well on for the next sale. It is a well-known fact that the tin from this mine (and over £10,000 has been sold) is of the very highest quality, and brings the highest price of the market. Nearly all the work is done by contract, and the men earn good wages. The quantity of tin-bearing stuff in reserve is enormous, and will last at the present rate of consumption for some dozens of years.

Views have been taken of the surface-works of the mine, and may be obtained by shareholders on application to Mr. G. H. POULTON, of Torquay, who also has the remaining unplaced shares for sale at £2 each, fully paid. The report of the captain will be found in the usual column, and is well worthy of perusal.

Photographs of the mine have been taken, and can be had by shareholders at 2s. 6d. each copy.

J. TAYLOR AND CO., SHAREDEALERS, MINE AGENTS, &c.,
MINING EXCHANGE, SOUTH KING STREET,
MANCHESTER.

EXTRAORDINARY DISCOVERY OF LEAD ORE.

EAST LLANGYNOG MINING COMPANY (LIMITED).

This mine continues to improve, and, as it is now altogether out of the category of speculative mines, presents a very rare opportunity for investment. We can strongly recommend it to the investing public as a mine out of which very large profits may be made. We invite capitalists and others who wish to realise large profits to inspect the stones of lead ore now on view at our offices at the above address, weighing from 1 cwt. to 1½ cwt., and of a lode valued at £100 per fm. There are five other powerful and well-defined lodes, two or three of which are in good ore, one yielding 2½ tons per fm. Taking into consideration the short time the company has been in existence, we do not know another in the kingdom presenting advantages anything approaching this mine.

We strongly recommend our friends at once to purchase the shares at the present low price at which they are offered, as we feel fully convinced that they will soon realise five or six times their present price.

The mine has been inspected by four or five first-class mining engineers—among whom is Capt. Thomas, for 20 years agent for the celebrated Llangynog Mine, which has paid in royalty alone over £800,000, and raised ore to the value of more than £6,000,000 sterling—all of whom agree that it is likely to become a lasting dividend-paying mine. Capt. Thomas and Capt. Julian—both of whom have had great experience in Welsh mining—consider it to be one of the best mines in the Principality of Wales.

A further discovery has been made. The agent has reported that, in sinking a winze in the 11 fathom level on the south lode, he had cut a body of solid lead 8 in. thick, and expected further improvement. This only tends to prove the correctness of the opinions expressed when this property was first introduced to the public.

Since the above-named report, the lode referred to in the 11 fm. level has still further improved, and contains now from 10 to 12 in. wide solid lead.

The results attending the development of this mine appear to be amongst the most extraordinary on record. The company has been registered only a little over two months, and over 50 tons of ore is now broken, and is being prepared for market.

There seems to be no reasonable doubt but that the shares will rapidly rise in price, as has been the case in several mines in Wales of late.

A few shares may now be obtained, at £3 per share, by early application to Messrs. J. TAYLOR and Co., Mining Exchange, South King Street, Manchester.

J. TAYLOR and Co. have also FOR SALE FIFTY SHARES in the CWM RICKET LEAD MINING COMPANY (LIMITED), at £4 per share. At this mine the water-wheel, drawing machine, and crusher, which have for some time past been under preparation, are now nearly completed, and it is expected that sales of ore will very soon be made. Dressing operations have been going on for some time past.

The Cwm Ricket is in close proximity to the Van Mine, the shares of which have within a very short time advanced from £4 6s. to over £5 1s. per share.

LABORATORY OF ANALYTICAL CHEMISTRY,—

4, THE CEDARS, PUTNEY, LONDON, S.W.

ESTABLISHED 1859.
ANALYSES AND REPORTS ON METALLIC ORES, METALS, &c., daily attended to by Dr. T. L. PHIPSON, F.R.S., Member of the Chemical Society Paris, &c.

TERMS MODERATE.

MR. W. WHITE, ASSAYER AND CONSULTING CHEMIST.

In announcing the REMOVAL of his LABORATORY AND ASSAY OFFICE from Crown-court to much more commodious premises, 25, FINCHBURY PLACE, near FINCHBURY CIRCUS, hopes to RETAIN the CONFIDENCE hitherto reposed in him.

Assaying taught. Lectures to Schools and Public Institutions.

MR. GEORGE HENWOOD, MINING ENGINEER, for many

years the well-known correspondent of the MINING JOURNAL, author of "Poor Pockets in Geology and Mining," "Cornish Mining Photographs," "The Great Mine Conference," various essays and papers on Mining in England, Scotland, Wales, Ireland, India, &c., as well as other popular works on kindred subjects, discoverer of the celebrated Subthorpe Silver, Blende, and Lead Mine, in the Himalaya Mountains, India, having recovered from his late illness contracted during his Indian explorations, OFFERS his SERVICES to NOBLEMEN and GENTLEMEN having MINERALS on their PROPERTIES to EXAMINE and REPORT on the CAPABILITIES and BEST METHODS of DEVELOPING THEM.

To investors in and proprietors of mines he tenders his advice on all matters connected with the profession, and trusts his experience of 40 years in all the mining districts of Great Britain, Ireland, and India will be admitted as some claim to public confidence.

Mr. HENWOOD has just returned from tours of inspection in Cornwall and Wales, and is prepared to give independent and sound advice. Fee, £1 1s.

Letters addressed 24, Sandringham-road West, Stoke Newington, or MINING JOURNAL Office, 26, Fleet-street, London, will meet prompt attention.

Mr. H. is prepared to furnish a list of a few progressive mines that are certain to increase in value very shortly.

Mr. HENWOOD has SPECIAL INFORMATION and BUSINESS in the Harmony and Montague Terraces, East Terrace, Cwm Dwyfor, Harlech, and a few other promising young mines.

BRITISH AND FOREIGN INVESTMENT.

MR. THOMAS SPARGO, STOCK AND SHAREDEALER, 224 and 225, GRESHAM HOUSE, OLD BROAD STREET, LONDON, E.C.

Established Twenty Years, Thirtieth at the above address.

Mr. S. transacts every Description of Business in the Purchase and Sale of Shares in Banks, Canals, Mines, Railways, Bridges, Insurances, and all other British and Foreign Stocks.

He will give every information as to the position and prospects of all mining undertakings upon application, either personally or by letter; and is enabled, through his long experience, aided by his periodical visits to Cornwall, Devon, and Wales, to furnish the most reliable information as to the numerous mines in those districts. He is prepared to give the best advice as to investment in mines, when to buy and sell, and if necessary inspect them himself, as in all cases he wishes to guide his clients by the intrinsic value of properties; and will furnish a selected list of dividend and progressive companies. Fee, £2 2s.

Mr. SPARGO has published the following works:—

"Statistics and Observations upon the Mines of Cornwall," 1859, price 2s. 6d.
Ditto ditto ditto 1860, " 5s.
Ditto ditto ditto 1862, " 5s.
Ditto ditto ditto 1864, " 5s.
Ditto ditto ditto 1865, " 5s.
Ditto ditto ditto 1867, " 5s.
Ditto ditto ditto 1868, " 5s.

"The Mines of Wales—their Present Position and Prospects," 1870, " 1s.

Physical, Geological, and Parish Map of Cornwall—scale, three miles to an inch, printed in three colours—showing distinctly the mining districts, the heights of the hills, &c. Price 10s. 6d., on cloth and rollers.

Geological maps of various mining districts, showing the boundary line of each mine, with the lodes, cross-courses, and elvan courses traversing the same. Price 2s. 6d. each.

TO NERVOUS SUFFERERS—READ AND JUDGE FOR YOURSELVES.

DR. BARNES has just published 20,000 copies of the "SECRET FRIEND," a most valuable book to young men on the Treatment and Cure of NERVOUS and PHYSICAL DEBILITY, LOSS OF MEMORY, DIMINUTION OF SIGHT, LASSITUDE, PAINS in the BACK, LOCAL WEAKNESS, DEPRESSION OF SPIRITS, &c., with plain directions for perfect restoration to health and vigor. Sent post free on receipt of two stamps. Address, Dr. J. A. BARNES, 1, Lombard-square, Barbary.

DOMINION OF CANADA OILS REFINERY COMPANY (LIMITED).

Notice is hereby given, that the LIST OF APPLICATIONS FOR SHARES in this company will CLOSE on MONDAY, the 20th inst., for LONDON, and on TUESDAY, the 21st inst., for THE COUNTRY.
St. Clement's House, Clement's Lane, March 15, 1871.

The Furze Hill Tin Mining Company

(LIMITED).

To be incorporated under the Companies Acts, 1862 and 1867, by which the liability of shareholders is limited to the amount of their shares.

CAPITAL £12,000, IN 12,000 SHARES OF £1 EACH.

A deposit of 5s. per share to be paid on application. Further calls not to exceed 2s. 6d. per share at intervals of not less than six months. If no allotment is made the deposit will be returned in full.

DIRECTORS.

To be chosen at the first general meeting of the shareholders.

BANKERS—THE WEST OF ENGLAND AND SOUTH WALES DISTRICT BANK, TAVISTOCK, DEVON

SOLICITORS—Messrs. LUXTON AND SON, Tavistock.

AUDITOR—Mr. T. W. GREENFIELD, Accountant, Tavistock.

SECRETARIES—Messrs. EDWARD BETTELEY AND THOMAS HORSWILL, Horrabridge, Devon.

OFFICE,—THE ACCOUNT HOUSE ON THE MINE, HORRABRIDGE

PROSPECTUS.

This company will be formed (under the Limited Liability Acts, 1862 and 1867) for the purpose of purchasing and re-working the Furze Hill Wood Mine, situated in the parishes of Walkhampton and Buckland Monachorum, in the county of Devon. The sets embrace several lodes partially explored at comparatively shallow depths, resulting in good discoveries and considerable returns of tin ores. But for the depression of the price of tin in 1866, and the necessity of more machinery for drawing and stamping, this mine would have now been yielding large profits.

The sets contain several well-defined lodes, on the backs of which extensive workings have been made by the ancients, but only three were partially developed in the last working—viz., the main lode, which has been laid open to a trifling extent in the 20, 40, and 54 fms. levels, in all of which it was found productive for tin, and will give good profits for stamping by water power.

No. 1, South Lode, which was intersected by a cross-cut from the main lode in the 20 fm. level, and large quantities of tin returned. This level for the whole distance driven (40 fms.) was worth on an average £10 per fathom—price of driving, 35s. per fathom; but, owing to a communication with an old shaft of the ancients, the pitwork was found inadequate to contend with the extra surface water, and consequently this level was suspended.

The tin discovered and left at this level was estimated at £2900. In the 30 fm. level very little was done beyond intersecting the lode, which was a very good one, and will pay well on re-working.

No. 1, North Lode.—The main operations of the late working were on this lode, and levels were extended at the depth of 20, 40, and 54 fms. producing tin throughout the different drivages, and the available reserves are estimated at £5000.

There are several shafts sunk in different parts of the sets, extensive levels driven, and the adit level cleared up. There have also been erected and laid out an account-house, smith's shop, burning-house, wheel pits, ash tin floors, all of which has been done at an expenditure of at least £10,000, and being in good condition, are available for the immediate returns of tin and speedy prosecution of the mine.

The sets are about 600 fathoms in length on the course of the lodes, and are granted on lease for a term of 21 years, from June, 1870, by Sir Massey Lopes, Bart., at 1-20th dues for the first three years, and 1-18th the remainder, and from Messrs. Dunning and Hurlock, at 1-20th for tin and 1-15th copper.

At the time the Furze Hill Wood Mine was suspended tin ore was £46 per ton, which would now sell at £36 per ton, and there is every prospect of the metal realising a much higher price.

To thoroughly explore this mine it is intended to erect a powerful water-wheel for pumping, and other wheels for stamping and drawing, for which an ample stream of water will be secured at a yearly rental of £50. This machinery, with all the necessary dressing apparatus, can be erected, it is estimated, for £2000, and returns of tin be made immediately the machinery is completed and the mine unwatered.

The company will have many advantages, and such as are seldom offered, viz.:—

1.—Three good productive lodes already laid open, from which profitable returns of tin can at once be made.

2.—Having the assistance of a large stream of water, sufficient to drive all necessary machinery, and lay open the mine to a great depth.

3.—The strata of the ground are very inexpensive to explore.

4.—The carriage of ores and materials will be very light, as the mine is only half a mile from the Horrabridge Railway Station.

5.—The adit level cleared for a considerable extent, and all surface water taken up.

A perusal of the reports accompanying the prospectus will further show that the company will have in their possession a most extensive and valuable property, only requiring efficient machinery to produce a certainty of dividends.

The promoters have agreed to assign the leases, together with the plant of this valuable property, to the company in consideration of 6000 shares fully paid up, thus showing their entire faith in the undertaking.

Seldom in the history of mining has such a favourable opportunity been offered to the investing public on such easy terms, as the estimate for putting this mine in a paying position does not exceed £3000; and it is confidently believed that not more than 10s. per share will ever be called up.

A large number of shares have already been taken by persons resident in the neighbourhood of the mine, and applications will be received for the remainder. Priority will be given to the earliest applicants.

The Share List will be closed on the 25th of March, 1871.

Applications for shares, accompanied by a deposit of 5s. per share, may be made to the West of England and South Wales District Bank, Tavistock; or to Messrs. BETTELEY and HORSWILL, Horrabridge, Devon, of whom prospectuses and forms of application, or other information, can be obtained. Plans and sections of the mine, and Articles of Association, may be seen at the office.

thereto. The heat radiated from the furnace at that side at which the puddler stands during the puddling operation is received upon and absorbed by the screens or plates described, and the said puddler is thus protected from the distressing heat of the said furnace.

PISTON PACKING.—The invention of Mr. J. SCAIFE, Leeds, consists in using woollen, woollen flocks, woollen waste, or woollen refuse of any kind, or any woollen material whatsoever, for the manufacture of the improved packing.

The inventor spins, weaves, or knits these substances into a flat, round, or other sectional form of band, which can be cut into any length suitable for the packing of pistons or stuffing boxes; the packing thus formed he uses for pistons, rods, or stuffing boxes in the usual way.

ARTIFICIAL STONE.—The invention of Mr. W. B. ADAMSON, of Glasgow, consists, first, in the manufacture or production of articles such as the beds, frames, and legs of billiard and bagatelle tables, plate glass silvelling tables, wine bins, sinks, elstern, baths, flooring, steps, roofing ridge stones, paving slabs, panels, interior decorations of ships, and other similar articles, by moulding them from Portland or other cements; second, in the production of ornamental or other designs or patterns in articles composed of Portland or other cement by means of fret or stencil plates or frames.

PREPARING IRON FOR MANUFACTURING STEEL.—The object of the invention of Mr. GEORGE BROWN, of Sheffield, is to provide a substitute for spiegeleisen, commonly used in the manufacture of steel, by reason of the quantity of manganese it contains. He proposes to charge a cupola or analogous furnace with manganese and iron, mixed with more or less coke, charcoal, or other carbonaceous matter, placing the manganese between the coke or other fuel and the metal, so that this latter, in melting, passes (rich with carbon) through the manganese, and becomes gradually and regularly impregnated therewith, issuing from the furnace with the appearance, and possessing the properties, of spiegeleisen.

PUDDLING-FURNACES.—Mr. J. RUSSELL, Cinderford, supports parallel to, and at a short distance from, the front of the furnace three vertical screens, two of the said screens covering the front of the furnace on either side of the puddling-door, and the third screen nearly covering the said door, the hole in the door through which the puddler's rabble passes being left exposed. Each screen is made, by preference, of a plate or slab of cast or wrought iron. The edges of the middle screen or plate project over the inner edges of the side screens or plates, and the said middle screen is supported by a chain passing over pulleys, and provided with a counterbalance weight. The side plates or screens are supported in front of the furnace b being hooked or otherwise fastened

HOLLOWAY'S PILLS—THE HOUR OF DANGER.—Disease common comes on with slight symptoms, which, when neglected, increases in intensity and gradually grows dangerous—a condition which betrays the grossest remissness. The first time that the feverish feelings, the burning heat, the burning pains, would not only have checked but conquered the incipient disorder. Patients daily forward details of the most remarkable and instructive cases, in which timely attention to Holloway's advice has undoubtedly saved them from severe illness. These pills act primarily on the digestive organs, which the stomach, when diseased, is important, and secondary upon the blood, which is thoroughly purified by them, whence derived the general tone they impart, and their power in subduing rheumatism, dyspepsia, and nervous complaints.

Meetings of Public Companies.

PATENT GAS COMPANY.

An extraordinary meeting of proprietors was held on Tuesday, at the City Terminus Hotel, for the purpose of receiving reports as to the results of experiments which have been made with Dr. Eveleigh's patent method of producing gas at a low temperature in iron retorts.

Mr. J. OGLE (the Chairman) briefly explained that the company had been formed for the purpose of purchasing Dr. Eveleigh's patent, stating that the experiments which had been made fully bore out all the statements which had been put forth in the prospectus. The result of their operations at which had been highly satisfactory, proving that the gas made by the patent method was free from all injurious compounds of sulphur, so prevalent in ordinary gas; that a higher quality of gas was produced from a lower quality of coal; and that the lighting power of the gas so made was from 18 to 20 candles, as against 14 candles made from the same coal by the ordinary process. He pointed also to the great advantages which the public and the existing companies who used the patent would derive from it. The subject had been brought before the Board of Trade, the Metropolitan Board of Works, and the Corporation of the City, and the two latter bodies had appointed committees to enquire into it.

Dr. LETHBRIDGE, who had examined the experimental works at Peckham, reported that the gas was produced from Pelaw Main coal, and the peculiarity of its manufacture consisted in the carbonisation of the coal at a low temperature, and in the subsequent conversion of the volatile constituents of the tar into permanent gas. The gas which was obtained from the coal had the usual odour of gas produced at a low temperature, the smell of it being much less offensive than that of ordinary coal gas, and it was so rich in hydro-carbons that it could not be burnt from a standard Argand burner, with 15 holes and a 7-in. chimney, at a larger rate than 4 cubic feet per hour. At this rate it gave the light of 15-74 standard sperm candles, each consuming 120 grains of sperm per hour. The illuminating power of the gas at the parliamentary rate of 5 cubic feet per hour was, therefore, equal to that of 19-88 standard sperm candles, that of ordinary London gas being from 14 to 17 of such candles, and even this result was only obtainable with a large proportion of Cannel coal. As regards the purity of the gas, it was found to be quite free from ammonia and sulphuretted hydrogen, and the quantity of sulphur in other form than this was remarkably small, amounting to 3-77 grains per 100 cubic feet of gas, which was only a tenth of what was frequently found in ordinary London gas. The gas which was obtained from the volatile constituents of the tar had a somewhat lower illuminating power than that obtained from the coal; for when it was burnt at the rate of 5 cubic feet per hour from a standard Argand burner of 15 holes, with a 7-in. chimney, it gave the light of 17-3 standard sperm candles. These results were highly satisfactory, and showed that the process was capable of producing a rich gas of great illuminating power, and of remarkable purity as regards the absence of sulphur.

A report from Dr. Eveleigh was also presented, in which he stated the result of trials calculated at per ton of Pelaw Main coal as follows:—First, distillation gas, direct from coal, 280 lbs., or 6660 cubic feet; tar oil, 200 lbs.; ammoniacal liquor and loss, 80 lbs.; and coke, 165 lbs. In the second distillation, from the tar oil, he obtained 153 lbs. of coke, 3 cubic feet, 34 lbs. of pitch, and 13 lbs. loss and residue. The total quantity of gas per ton of coal was, therefore, 10,300 cubic feet. He further said that the gas gave a brilliant light, free from smoke, and in it he could not find so much as 1 grain of sulphur, in any form whatever, in 100 feet.

At a special meeting, held at the conclusion of the ordinary business, the directors were authorised to create a further issue of 25000 shares, of 1s. each, upon which a first call of 5s. per share will be made.

GREAT WHEAL VOR UNITED.

A quarterly general meeting of shareholders was held at the offices, Gresham-house, on Wednesday, Mr. DIVETT in the chair.

Mr. TRURAN (the secretary) read the notice convening the meeting, and the minutes of the last were confirmed.

The CHAIRMAN said he much regretted the occasion which caused him to occupy the chair upon that occasion—the indisposition of their esteemed and most efficient managing director. Although he had been seriously ill, it was with feelings of the greatest satisfaction that he (the Chairman) was able to state that he was now much better; and could only express a fervent hope that the improvement would continue—a hope in which every shareholder in Great Vor participated. The active way in which Mr. Noakes fulfilled his various duties, the kind and courteous manner in which he presided over their meetings, and the readiness with which he at all times volunteered every information he possessed, had endeared him—if such a strong word might be allowed—to every one of them. Personally, he was a dear friend of his, and he very much regretted he was not this day amongst them; but being much better, they might yet hope to see him amongst them again, to cheer them with his kind presence. (Hear, hear.) With these few remarks, he would ask the secretary to read the report of the committee.

It was read, as follows:—The committee have the satisfaction to report very considerable improvements in the western ground during the last three months, which tend to confirm the opinions so frequently laid before the shareholders that a good mine will be eventually found westwards; and they are of opinion that but for the disastrous accident on Sunday, Feb. 5, the mine might now be paying cost. On that day a run took place in the 152 and 162, about 10 fms. west of Ivey's shaft. The ground being soft, and the run extensive, it pushed its way into Ivey's shaft, choking it with debris up to the 142 fm. level. Great efforts were immediately made to prevent any further run, and the best possible measures for clearing the shaft were adopted. The main rods were separated at the 132, and Ivey's engine set to work to keep the top water. The clearing out of the shaft—a work of great labour and difficulty, on account of the large rocks which were in the debris, requiring blasting for their removal—has been successfully carried on, and it is daily expected that the shaft will be sufficiently clear to allow Ivey's engine to commence forking the great pool below the 152 fm. level. On considering the nature and situation of this accident it appears very providential that it occurred on a Sunday, otherwise the loss of life might have been great. At the time of the accident several points of great promise were under development, to which the committee looked for increased returns; and it is hoped that as soon as the water can be drained the development of the lode at Ivey's shaft in the 216, 204, and 174, west of Ivey's, in conjunction with the rich ground now being opened out at Edwards's, will speedily restore the mine to a prosperous condition. At the request of the managing director, Mr. Divett and Mr. Husband went to the mines soon after the accident at Ivey's shaft, and with the agents fully examined into every circumstance that led to it, and the measures that had been taken to overcome it. They reported that they were of opinion that the accident was due to the agents, or anyone at the mine. The committee are most glad to be able to mention that on being advised of the serious nature of the accident at Ivey's, Mr. Trelawny most promptly instructed Captain Josiah Thomas to inspect the mine and report to him. The result has been that he has most kindly reduced the dues for 12 months from 1-18th to 1-24th. The committee recognise in this concession a gratifying confidence on the part of Mr. Trelawny that the mine has been worked to his satisfaction. In conclusion, the committee are glad to be able to state that they confidently believe that they have before them great prospects of a new mine in the western ground.

The report of the agents was also read, as follows:—March 15.—Ivey's engine-shaft is sunk 5 fms. 3 ft. below 216; the lode in the present bottom is 18 in. wide, producing stamping work, and both ground and lode look very congenial for the production of tin. The 216 is driven west of shaft 14 fms., or 2 fms. west of the winze communicated from the 204; this end has been a little disordered for the last 2 or 3 fms. driving, but is now getting better defined, and producing a little tin, and as there is a good lode gone down in the bottom of the level above, a few fathoms west of the end, we calculate on an increased return. The 204 is driven west of shaft about 42 fms., and is now on a lode 2 ft. wide, worth 100 lb. per fathom; this lode has opened up a large quantity of tribute ground. A winze sinking in the bottom of this level, 13 fms. west of the winze communicated to the 216, is down 4 fms., and on a lode 2 ft. wide, worth 200 lb. per fathom; we have several pitches working in the back and bottom of this level, at from 10s. to 13s. 4d. in lb. The 174 is driven west of Ivey's shaft about 76 fms., and is now within about 16 fms. of the winze that is at the bottom of the 162, east of Edwards's shaft; this end, although poor, has much improved in appearance the last few feet driving—the lode increasing in size, and letting out strong water; we have great confidence that it will become productive as it nears the winze. Edwards's engine-shaft is sunk 5 fms. 3 ft. below the 162; the lode has been gradually improving the last 3 fms. sinking, and is now 4 ft. wide, worth 1500 lb. per fathom; the ground north of the lode contains numerous small branches, which, in our opinion, goes to prove that we are on the top of a large deposit of tin. The winze sinking below the 162 is down 8 fms. 3 ft., and on the lode and branches 6 ft. wide, worth full 1000 lb. per fathom; this winze has opened up a piece of tribute ground. We have four pitches working in the back and bottom of this level, at from 3s. to 7s. 6d. in lb. The cross-cut driving south-west of Edwards's shaft, and west of the great cross-course, is in very kindly branchy ground, similar to that near the lode east of the cross-course, therefore we calculate on intersecting the lode soon, and if found productive it will greatly add to the prospects of the mine. The timber that was in virgin ground. We deeply regret the occurrence of the accident that happened on Feb. 5—the giving way of the ground in a pitch in the back of the 172, 15 fms. west of Ivey's shaft, running together the 162 and 152, and extending a great length east and west of shaft, which apparently entered the shaft about 4 fathoms below the 142, causing the stuff to fall down the shaft, fortunately forming on arch about 3 fms. below the 162; no stuff went below. From the 174 to the 142 we have had very extensive workings for over 100 fathoms long, and more than 40 fathoms high, only a few small arches standing about the shaft to support it, but about the centre of these extensive workings there is a large alder underlying south about 4 ft. in a fathom, and dipping west 1 ft. in a fathom, completely cutting the ground in two, and in places for fathoms high about the slide we have free, easy ground for working, so that we had to fix timber in the shaft against this shattered ground for many fathoms high, and the falling of the stuff from where the run entered the shaft, knocked out the timber that was supporting it, causing the back of the shaft to set in. The run extended about 4 fms. above the 142, and at that place it was about 5 or 6 fathoms wide, leaving quite a firm back. This ground has been setting off for the last four years, but as we had some arches standing both east and west of shaft, and we have been putting all the attic we could get in the ginnas on the back of those arches close to the shaft; we did not anticipate any damage would come to the shaft beyond ordinary timbering. We are glad to say that we are making good progress in clearing and

securing the stuff; we have already cleared and close timbered full 20 fms. in five weeks, which leaves about 12 fms. more to clear; this we calculate to do by the end of March. Fortunately but very little damage is done to the pitwork, and we are so far advanced that we shall have the engine pumping water from the great pool by Wednesday next, and we calculate on having the mine in fork in five weeks from that time. Edwards's engine has been ample to keep this water without the least injury to engine or pitwork, and will altogether be relieved of the eastern water after Wednesday. Many of the tributers that were working in the deep levels are now working in the shallow levels at high tributes, and are raising a little tin. Had it not been for the run, with the great improvement we have at Edwards's, and the encouraging prospects we have at the bottom of Ivey's, we feel confident we should have nearly met the quarter's cost, and we still feel by the end of another three months we shall be in a good position.—S. HARRIS, J. JAMES.

The financial condition of the company, made up to the present time, was as follows:—

The audited account to Jan. 31 showed a balance in hand of...	£ 194 14 8
Since which date there has been received—	
Tin sale in February	1626 15 5
Tribute on tin sold from Roseladdon	64 7 7
Sundries from the mine	9 1 7
Total	£1894 19 8
And paid—Merchants' bills for December	£ 520 3 2
Labour pay for January	1199 1 4
Newspapers, discount on drafts, and sundry postage	18 10 10
	1732 15 4
Balance (cash in hand)	£ 162 3 11
The actual account stands this day as follows:—	
LIABILITIES—For merchants' bills	£1267 7 11
Lords' dues	249 11 5
Sundry salaries, &c.	139 5 0
ASSETS—Cash balance in hand, as above	162 3 11
Balance against the mine	£1494 0 5

The CHAIRMAN said, taking the agents' report as a whole, there was much subject for congratulation. Upon referring to the report of the meeting in December, he found their Chairman then expressed a hope that they would be able to do without a call in March, and it was a matter of considerable gratification to be able now to state that the committee did not think it necessary to make a call, and he could only repeat the words of the Chairman in December by expressing a hope that a call would not be necessary in June. (Hear, hear.) The ground, of course, could not be seen through, but there were many points of material importance, and at least two which might be regarded as valuable—Edwards's shaft and the winze 10 fms. east. They had every reason to believe that Edwards's shaft was improving daily, and was at the present time in a very good lode, the whole of the ground taken away from the shaft yielding stamping work. The lode contained a leader of tin returning a good value per fathom of ground. As to those points at present under water, there were many which offered great promise; for instance, just previous to the accident the 174 had undergone a very considerable change, presenting every appearance of being in the vicinity of something likely to make returns. Ivey's shaft was looking very well, and the other points mentioned in the report were promising in appearance. He thought he might congratulate the shareholders upon the mine being in an improving position, taking into consideration its position at the last quarterly meeting; and but for this untoward accident, which, upon investigation, was not attached by any blame to the agents or anyone at the mine, the costs would have been met by returns. Many years ago, in going through the 147, west of Ivey's, in the neighbourhood of the "slide," he expressed his gladness when he had passed beyond the place where the ground had now given way. The fact was that the lode underlain north, while the slide inclined south. The consequence was that the ground, upon being taken away, deprived the slide, or rather double slide, of its support, and it naturally had a tendency to crush into the level. He was glad to be able to state, however, that the mischief was in a fair way of being speedily repaired, and although they had not been advised of the fact of the pump being put to work this day, they had ever reason to believe it would be very speedily, from which time it had been calculated the mine could be completely drained in about five weeks. Of course, many things may arise to prevent the work being done so quickly; but still, as the water sunk, working could be resumed upon the respective points. A natural apprehension had arisen that as the water rose it would fill up the levels beyond the 162, run back to Edwards's, over-power that engine, and fill those works. The water had gone back, but it had been dealt with in a judicious manner by means of launders passed over the rich winze, preventing any water running into it, while all the water rising westward to Edwards's shaft was carried to surface by Edwards's engine. It, of course, involved a considerable strain upon that engine, because it was only a 60-in., whereas the other was an 85-in., and the strain was the greater at this particular period of the year, when the water was the heaviest. As soon, however, as the pump was got to work below the 162 all the strain upon that engine would be at an end, and have nothing to do but to keep the western part of the mine dry. As he had already mentioned, the other part of the mine would be drained in about five weeks' time. (Hear, hear.) Having stated that he should be glad to afford any further information, he concluded by moving that the accounts be passed and allowed, and, with the reports, entered on the minutes.

A SHAREHOLDER asked what would be the probable cost of repairing the damage caused by the accident?—The CHAIRMAN said that was a difficult question to answer, but he had no doubt Mr. Husband, a member of the committee, could give some idea.

Mr. HUSBAND said it might cost 10000, the chief outlay being for timber; the intention was to timber the shaft very strongly, to prevent the recurrence of a similar accident.

A SHAREHOLDER enquired what means the committee possessed to pay this deficit?—The CHAIRMAN said they did not want to make a call, and hoped to be able to do without borrowing. If they could clear the labour pay with the tin raised, the merchants would wait for a little time. The practice of their mine had been to pay all accounts very much more prompt than mines in general, and had always gone upon the principle of leaving back as little as possible, and until this last unfortunate six months had always held 30000 in hand. That, however, was paid away during the last autumn, and since the beginning of the year had been compelled to go on the other side of the book.

The motion passing the accounts was put and carried.

The committee of management were re-elected, and Mr. Noakes was re-elected managing director. Mr. W. Moates was re-appointed auditor.

A vote of thanks was passed to the Chairman and committee.

The CHAIRMAN having appropriately acknowledged the vote, stated that they would continue to do their best for the interest of the mines. Such was not only his duty as a member of the committee, but it was also his interest as a large shareholder in the company. (Hear, hear.)

The meeting then separated.

TREWETHA MINING COMPANY.

At the meeting of shareholders, held at the company's office, Crosby-house, Bishopsgate, on March 8, the following report was read:—

NORTH MINE.—Since the last meeting the engine-shaft has been completed to the 74, and the cross-cut driven east to the lode. The lode in the north end, which has been extended 2 fms., is about 2 ft. wide, a very promising lode, producing good work, and very likely to rapidly improve; this level has been driven south 4 fms., and has just reached the point where the lode made so productive in the level above, and we calculate in a few days to find the lode greatly increased in value; it is present producing 8 cwt. of lead per fm. Judging from the productive ground passed through in the 62 we have every reason to expect a long continuance of ore ground at this level. The lode in the 62 north is 2 ft. wide, and will produce 8 cwt. of lead per fm.; there is a good run of ore ground to be opened by this level, judging from the ground passed through in the shallower levels. There is one stoep in the back of this level worth 4 cwt. of lead per fathom. There is a long stoep of ore ground laid open for stooping in this level. In the 62 south the lode is 3 ft. wide, and worth 4 cwt. of lead per fathom—kindly lode. There is one stoep in the back of this level producing 3 cwt. of lead per fm. One pitch in back of the 50, at 100 lb. per ton.

SOUTH MINE.—We have placed the shaftmen to clear up and secure Ward's engine-shaft from the 90 to the 100, or deepest level in the mine; and as soon as this is accomplished driving north and south at the 100 will be resumed, where nothing has been done for many years past. The lode in the 90 north is 18 inches wide, producing stamping work, and promising to improve; at this level south the lode for the last fortnight has been disordered, but is now looking more promising, worth 4 cwt. of lead per fm.; there is a long run of ore ground before this level. There is one stoep in the back of this level worth 5 cwt. of lead per fm. The lode in the 73 south is 12 in. wide, and worth 6 cwt. of lead per fm. There are three stoeps in the back of this level, producing on an average 6 cwt. each of lead per fathom. In the 63 south the lode is 2 ft. wide, worth 8 cwt. of lead per fathom—a fine-looking lode. There are three stoeps in the back of this level, yielding on an average 5 cwt. of lead per fm. The lode in the 53 south is 15 in. wide, worth 5 cwt. of lead per fm., with ground easy for progress. There are two stoeps in the back of this level, each producing 5 cwt. of lead per fm. In the 43 south a small slide has been passed through about 2 fms. behind the end, which disordered the lode, and we are now driving west to prove if the lode is gone in that direction. The three stoeps in the back of this level produce on an average 6 cwt. of lead per fm. There is one pitch in back of the 53 north at 120 lb. per ton. During the past four months we have added to the plant and pitwork fully 1000, also put the drawing-engine in good repair, erected an 18-ft. water-wheel, launders, &c., for jigging machines, and shall get the same to work as soon as we possibly can; this will facilitate our dressing operations. The engines and pitwork are all in good order, and working well, although the water is greatly increased. We are progressing favourably with our dressing, and

shall sample at the usual time a good parcel of lead ore. In conclusion, we have much pleasure in saying the prospects of the mine are still very good, and we look forward confidently to a continuance of prosperity.—T. FOOTE, J. SCOBLE.

At East Pool Mine meeting, on Monday, the accounts for December and January showed a profit of 1601. 18s. 7d. A dividend of 16000. (5s. per share) was declared, and 227. 14s. 6d. carried forward. The salary of Capt. Garby was increased 27. 2s. per month. The agents' report will be found among the Mining Correspondence.

At New Pembroke Mine meeting, on March 7 (the Rev. Dr. Treffry in the chair), the accounts for the four months ending December showed a credit balance of 9453. 6s. 6d. A dividend of 8000. (2s. 6d. per share) was declared, and 1431. 6s. 6d. carried to credit of next account. Capt. F. and J. Puckey reported upon the various points of operation.

At Rosewall Hill and Ransom United Mines meeting, on Wednesday, the accounts showed a credit balance of 4507. 6s. 3d. The profits on the quarter ending January were 3421. 11s. 6d. The pursuer's salary was increased from 77. 7s. to 97. 9s. per month. Captains Daniel and Baguelho reported upon the various points of operation. It will be considered at the next meeting whether future accounts be quarterly or four-monthly.

At the Eyam Mining Company half-yearly meeting, held on Friday, at Sheffield, under the presidency of the Chairman, Mr. T. J. Parker, the report of the captain showed that since the last meeting 902 loads of ore had been raised, which spoke favourably of the progress of the works. The Chairman then made a statement as to the position of the company, and especially with reference to the Chancery suits now being prosecuted against them by Messrs. James Farewell Wright and John Wright respectively. It was reported that the decision of Vice-Chancellor Mallins was adverse to the company, but that the committee had taken the opinion of counsel, who advised that the Vice-Chancellor's decision was wrong, and recommended strongly an appeal, and that upon this and also upon certain information which they had recently obtained, they had unanimously decided to recommend the shareholders to appeal against such decision, and to defend the suit instituted by Mr. John Wright. After a long discussion a resolution to this effect was passed, and a committee to confer with the board, consisting of Messrs. William Wake, F. E. Smith, S. F. Holmes, and W. Jeffrey, was appointed.

At the Bradda Mining Company meeting (Mr. G. W. Dumbell in the chair) the accounts showed a balance of assets over liabilities of 26861. The manager (Capt. Barkell) urged the desirability of developing the southern part of the mine in depth by the sinking of Spittal's shaft. Some people were of opinion that they should concentrate all their forces on the north part of the mine in order to reach a junction of the two lodes, but he must say that he had always had great confidence in the south part, and his confidence in it was unshaken. The Chairman was strongly in favour of a more vigorous development of the property, stating that to resume the sinking of Spittal's shaft would probably increase the monthly expenditure from 2200 to 3000. He considered it would be better to incur that expenditure than give up one of the most promising parts of the mine. He moved that the reports and accounts be received and adopted. Mr. Spittal seconded the proposition, who was of opinion that the expenditure should not be increased for machinery, &c., at Spittal's shaft until they had got further down at the north. Mr. Cleator considered that they should adopt Capt. Barkell's recommendation, and proceed with the sinking of Spittal's shaft. The Chairman supported that view, adding that the most experienced miners would tell them that every lode had its origin from the surface, but every lode did not bear from the surface. Some lodes, no doubt, did—for instance, the Great Beckwith vein at Foxdale, where they literally carted the ore right away from the surface; but, as a rule, depth was required to reach riches. As at Great Laxey, they were now working at the enormous depth of 220 fms. below the surface, which is about 150 fms. below the mountain, at which depth the lodes are worth from 500 to 1500 lb. per fm. If they had depended upon working only one point at Great Laxey they would never have made it the great and prosperous undertaking it now is. If they wished to make Bradda a mine no point of interest should be neglected. Captain Barkell thought it would take from six to seven years to reach the junction. The Chairman said that 3000 lb. per month for eight months would amount to 24000, and they had in hand 27000, in addition to which there was an unexpended capital of 10,000. The reports and accounts were received and adopted.

At the Levant Mine meeting, on Monday, the accounts showed a debit balance of 6447. 7s. 3d. The lords have declined to take them and materials at a valuation; they will not grant new sets without restrictions as to modes of working—in fact, no arrangements can be come to between the adventurers and the owners of the soil, so Mr. James B. Coulson moved, and Mr. E. very seconded, that the mine and materials be offered to the lords; on their non-acceptance the materials to be sold. A mine that has been worked for half a century, sold a million pounds worth of ore, and given a quarter of a million in profits, is to be extinguished because lords and adventurers cannot agree.

[ADVERTISEMENTS.]

From Mr. JAMES HUME:—TAQUARIL GOLD MINES have been of late subject to very great fluctuations, owing to the late telegrams. Confidence in the mine, however, is unabated, and the present low price of shares has been brought about by very large numbers, either from alarm, necessity, or design, having been pressed on the market. They have all, however, been bought, and quickly absorbed and distributed amongst bona fide investors, so that in future, whilst improved advices will be followed by a great rise, a temporary decline in the produce will not cause panic. There is very little to risk in buying at present prices, but the chances of gain are great, a view that will, no doubt, be taken by a discerning public. WEST CHIVERTON shares have fallen greatly, and, besides the postponement of the meeting, there is reason to fear that the mine is not now in a state to support high prices. We hope the report to be presented at the meeting will be more encouraging than recent unofficial rumours, and as a decline in a favourite mine is always to be regretted. SOUTH CONDUROW has been fairly supported since the dividend was paid, and the price is in a good bunch of tin. Dealings extend also to GRENVILLE shares, the supporters of which maintain that they have the South Condurow lode at and below the 90, unbottoming the latter mine at that depth. Until this question is set at rest its discussion must act to the prejudice of South Condurow, especially on a decline in value of the lode. CARN BREA shares are again in demand, and the mine attaining a good position. In EAST LOVELL the dealings have been more restricted, though the agents' reports are very favourable. We may now expect better markets in the lead mines of Wales. It is a Principle in which there is great scope for mining, and arrangements are now going on for the introduction of a first-class property, hitherto worked by private enterprise. The easy terms on which it is offered will, no doubt, ensure for it a favourable reception.

From Messrs. POWELL, DIXON, and Co.:—The settlement just completed was again very heavy in Taquaril, and a few other leading shares. The past week has not been marked by any great activity in the mining share market generally. West Chiverton have receded from 40 to 37, and Taquaril have fluctuated between 3s. 9d. to 3s. 6d. prem., and again receded on receipt of telegram on Wednesday to 3s. 9d. prem. These have been the only shares to continue to be a large amount of business transacted in these shares. We repeat what we stated last week, that although some two or three months may possibly elapse before anything like great results will be realised, yet as surely as TAQUARIL is a gold mine in Brazil, so surely will it yield large and profitable returns. It is not at all improbable, however, that in the interim even less favourable intelligence may be received than that already communicated to the shareholders; but there are solid reasons for confidence looking forward to a bright and prosperous future. ROMAN GRAVELS is a mine which the investing public should not lose sight of. At the present price (9½) it is one of the cheapest shares in the market. The property is extensive, and its resources are sure to largely increase as its development progresses. Considering the present price of the shares, the monthly returns—100 tons—most favourably compare with any other lead mine in the Dividend List; but apart from the important improvements that have recently taken place, the returns are both quickly and increasingly increased, the profits augmenting in a much greater ratio. We confidently expect (and we are not speaking without facts before us) that without any market influence these shares will, upon the progressive merits of the mine alone, advance in market value during the year at least 100 per cent. The investor must not mislead himself by placing this great historic mine in the same category as those which some time since were "puffed up" to a high price upon statements which, to say the least, have not as yet been verified by results. Roman Gravel is a mine, and although it may, and no doubt will, become amply developed, fall far short of Van, yet we have the best guarantees for stating that, with the exception of Van, Roman Gravel will prove itself to be the most productive, and at the same time the most profitable, lead mine at present before the public. We fully believe that at no distant date these shares will rapidly and greatly advance in market value.

PLYMOUTH LEAD MINE possesses reserves calculated at between 25,000 and 30,000, which, independently of the value of the machinery, plant, &c., exceeds the value of the mine itself. The price of the shares is now selling in the market. The price has been forced down from par to 2½, because it was known that some vexatious hindrances had arisen by reason of the severity of the winter, but every difficulty has at length been successfully overcome, and ample pumping-power completed, so that the operations can be continued without further interruption. The manager states that a parcel of 40 tons of lead will be ready for market in three weeks, and that the sales of lead ore will be made hereafter. When we find the shares in another lead mining company selling at a higher price, although no returns are being made, and reserves are nil, we may very fairly ask the reason that Plymouth shares do not command a much higher price. Our special agent informs us that the mine never looked better than at the present time, although the shares, which are fully-paid, have declined from 4 to 1½. EAST LOVELL shares are flat, at about 24.

HINGTON DOWN shares are in demand, at 29s. to 29½. PRINCE OF WALES shares are more offered. At the GREAT VOR meeting, on Wednesday, no call was made. The accident is expected to be thoroughly repaired in five weeks from the present time, and the cost of so doing is estimated at 10000. The mine is looking very well. The lode at Edwards's shaft is valued at 1000 lb. per fathom, and the winze to the east is reported to be worth even more. In addition to this there are several points to come off at Ivey's, the workings on which are expected to meet the current cost of the mine. Shares closed, buyers, at 7½.

OPEN STOCK EXCHANGE.—Quotations of the Sale on March 10:—

Anglo-Brazilian Gold Company (Limited), 12s. paid, 1s. 6d.
Rosa Grande Gold Mining Company (Limited), 15s. paid, 1s. 9d.
Sao Vicente Mining Company (Limited), fully paid, 2s. 6d.
Taquaril Gold Mining Company (Limited), 14s. paid, 19s. 1d.
The following are the quotations on March 14:—
Anglo-Brazilian Gold Company (Limited), 12s. paid, 1s. 9d.
New Quebrada Gold Company (Limited), fully paid, 1s. 4d.
Rosa Grande Gold Mining Company (Limited), 15s. paid, 1s. 8d.
Sao Vicente Mining Company (Limited), fully paid, 2s. 9d.
The following are the quotations on March 17:—
Anglo-Brazilian Gold Company (Limited), 12s. paid, 1s. 6d.
Javali Company (Limited), fully paid, 5s.
Rosa Grande Gold Mining Company (Limited), 15s. paid, 1s. 6d.
Sao Vicente Mining Company (Limited), fully paid, 3s. 3d.

MINING NOTABILLIA.

[EXTRACTS FROM OUR MINING CORRESPONDENCE.]

BWLCH CONSOLS.—The reports from this mine are very encouraging. The lode in the north cross-cut continues its size and value, and ere long the returns will be largely increased: 40 tons of silver-lead ore have been sampled for sale to-day.

BWADRAIN.—The bottom levels in this mine never looked better than they do now for future returns, the indications point to a brilliant future for this undertaking: 30 tons of lead ore have been sampled for sale to-day.

THE CARDIGAN BAY CONSOLS have sampled a fine parcel of ore, and are rapidly preparing a second sampling.

EXCELSIOR.—This mine is being watched with considerable interest by all local parties, on account of the near approach of the adit end to the No. 1, or Wheal Thorn, lode. Since operations were commenced, some 18 months ago, a deep adit cross-cut level has been driven towards the lode about 180 fathoms, leaving but 6 fms. to drive in order to cut the one alluded to. A considerable amount of exploratory work has been done on the back of this lode, and good results have accrued. Two shafts have been sunk thereon, the one being 8 fms. deep, and 50 fms. west of the point at which the deep adit will intersect it, and the other 14 fms. deep, and but 10 fms. west. In the former the lode is worth 15s. per fathom, and in the latter it is found to be worth even more than that, thus showing that as depth is attained it increases in value. It is fully believed that this is a property which will bear out all that has been said of it.

HINGTON DOWNS.—The 110 still continue to improve, and the two ends west and east were respectively 40l. and 80l. per fathom, or an average of 60l. per fathom. A splendid cross of ore.

BEDFORD UNITED.—The prospects of this mine have much improved, and it is anticipated that in another eight months, or less, the mine will be again making profits.

KING ARTHUR (Tintagel).—The miners engaged in sinking the shaft say it is the best looking lode they have ever seen. It steadily improves in value every yard they go down, and is now estimated to be worth from 20l. to 30l. per fathom. A branch of rich copper ore has come in, calculated to yield 3 tons to the fathom the whole length of the shaft. An assay of this ore gives the high produce of 21½ per cent. copper, and 12½ ozs. of silver to the ton. The lode also carries on the hanging-wall a leader of silver-lead, with a little blende. Taking all the circumstances together, it would be difficult to find another property possessing such indications of future mineral wealth, and yielding so satisfactory a return of ore at so early a period of development. The mine is open to the inspection of all visitors.

TREYARBACK is decidedly improving, and presenting unmistakable indications. This is likely to become one of the first mines in the district. See report from the manager.

SOUTH WARD (Beerferris).—The engine-shaft having reached the required depth for a 40 fms. level, it has been decided to commence driving a cross-cut west to intersect the lode, and the indications are such as to warrant the confident expectation of cutting a good course of lead ore. The lode in the 25 north has been discovered by a slide dipping south, but it has now again improved, producing splendid stones of rich ore, saving work, and looking exceedingly promising for further improvement. This end has passed through several fathoms of productive ground which will pay well for taking away. This promising young mine is on the same lode and immediately north of North Hoe, where operations it is expected will shortly commence.

BEDFORD UNITED.—These mines have been inspected and reported on by Capt. Josiah Thomas, of Dolcoath. All the ends now being driven are producing ore, and although not rich are mostly of moderate value. The ground, however, is rather hard, costing about 13s. per fathom to drive, so that the lode cannot be opened up so rapidly as it might be. The mine is now employed in sinking the shaft and driving the ends, but more men might be employed to great advantage in sinking winzes, so as to lay open as fast as possible for expeditions and economical stopping the ore ground that is already driven through in the 90 and 103 fms. levels. There does not appear to be much tin in these levels, but he has no doubt that in the 75 and above there is some tin that would pay for being selected.

FOREIGN MINES.

CHONTALS (Gold and Silver).—The directors have advices from Mr. Belt dated Feb. 6.—Return of gold for the month, 365 ozs., from 1101 tons of ore; average yield, 1 lb. 10 dwts. per ton. Cost of the month, \$4408, showing a profit on the month's working of \$641 or 128s. sterling. The lode in the connection level at San Antonio Mine has at last been driven into good ground, and the end is now worth 10 dwts. per ton. The health of the establishment is good.

Feb. 6.—Herewith we beg to hand you our report for the month of January. No. 1 stop, in back of No. 6 level, has been stopped 8½ ft. wide, and 3 ft. 5 dwts. of gold per ton. No. 2 stop, in back of same level, has been stopped 7½ ft. wide, and 3 ft. 5 dwts. of gold per ton. A stop in back of No. 5 level, west of Piper's shaft, has been stopped 4½ ft. wide, and 3 ft. 5 dwts. of gold per ton. The stop in back of connection level has been stopped 19½ ft. wide, and 1½ ft. wide, and 5 dwts. of gold per ton. A stop in back of eastern level, west of new cross-cut, has been stopped 3½ ft. wide, and 3 ft. 5 dwts. of gold per ton. The connection level has been driven 25½ ft. on the course of the lode, which is 3 ft. wide for the first 12 ft. varas, worth 4 dwts. of gold per ton, but has since greatly improved, and is now producing ½ oz. of gold per ton. No. 6 level has been extended west 19 varas on the course of the lode, which is 3 ft. wide, worth 3 dwts. of gold per ton. San Antonio deep cross-cut has been driven 7½ ft. varas, the ground being somewhat hard and difficult for driving. Level driving east of cross-cut, at Santo Domingo, on the course of the lode, has been driven 4½ ft. varas, on a lode 3 ft. wide, worth 3 dwts. per ton. Level driving west on the course of the lode, at West San Benito, has been driven 3 ft. wide, worth 3 dwts. of gold per ton. The number of tons sent to the stamps this month is 44, yielding 63-5 dwts. per ton—365 ozs. melted gold.—JOHN TONKIN, WM. EVANS.

SOUTH AURORA (Silver).—F. A. Benjamin, Feb. 20: We have had such stormy weather during the month that we have been prevented from hauling our requisite supply of ore to the mill, and has retarded, in a great measure, the work on the tramway. We shall be obliged to stop the mill for a short time to get ore ahead, as it is uncertain when the tramway will be completed, and whether it will work satisfactorily. I shall probably start the mill again on March 1, and run along till it is better. We have commenced, and treated since Jan. 15, 1700½ tons ore, in 32 running days, producing \$3,623½. I have sent to Messrs. Seligman Brothers, London. So soon as we can be assured of the facilities for transport we shall be enabled to run steadily. There is no material change in the mine. We have completed our tunnel on the lower level, and have commenced cross-cutting east, with every indication that we shall soon penetrate a body of ore at that point. Should we do so we shall have a continuous deposit of some 400 ft. on that level.

Produce of silver received and sold in London—February 14 .. £ 712 15 11
ditto February 23 .. 2,802 8 9
ditto March 6 .. 2,989 12 2
ditto March 16 .. 5,302 12 5

Total £11,807 9 3

PACIFIC.—Jas. Brown, Feb. 23: Lander Hill Mine: The 550 feet level, north-west of engine-shaft, is driven within 3 feet of the incline coming down from the 400 feet level. The contract will be completed by the beginning of next week. I shall then commence to rise to intersect the lode. Since my last the ground in this end has been very wet, hard, and spare for driving, and in consequence the consumption of fuel has increased. The water has fallen off a little, but is still very quick, and has not commenced to drain the 400 ft. level.

SWEETLAND CREEK (Gold).—J. D. MacLean, Feb. 18: The operations were going on much as usual, washing being vigorously proceeded with. The winter rains had set in, and the agent reports that he was pleased to say that it looked more like a rain of consequence than any had this winter.

[For remainder of Foreign Mines, see to-day's Supplement.]

THE ANCIENT IRON TRADE OF SUSSEX.

(From the "Monthly Archaeological Notes" of the Cornish Telegraph.)

Having recently had many opportunities of examining a portion of Sussex, which was formerly one of the most noted iron districts in England, we propose to give our readers some account of what is now known respecting these ironworks, and, in doing so, we shall allude to the few solitary relics which yet survive, and which tend to keep in remembrance this extinct branch of industry, as far as Sussex is concerned. From the earliest times the smelting and forging of iron seems to have been carried on in the Wealden district, and there is very good evidence to show that the iron ore was extensively worked by the Romans. It is not, however, till the year 1266 that we find any immediate reference made to the Sussex ironworks, when it is recorded that Henry III. gave to the town of Lewes a toll of one penny on each cart laden with iron passing through the town, and a halfpenny for every horse similarly employed. Later on are many references to these works, but we must first see whereabouts in Sussex this iron trade was chiefly carried on. There is little to recall the past in the present aspect of the country, for where were once busy spots, noisy with the clank of the forge-hammer and the rushing of the water-wheel, are now some of the most quiet and rural dales that can be found anywhere in Sussex. These forges extended throughout the whole Wealden district, where ironstone is plentifully found, but one of the most important centres was in the neighbourhood of Uckfield, extending as far as the surrounding parishes of Framfield, Maresfield, and Buxted. The district has still more interest at the present time, for at Buxted was cast in 1443 the first iron cannon, by one Ralph Hogg. His residence, known as Hog House, still stands over the doorway on a slab of east-iron may still be seen a rude representation of a hog which was the rebus or name-device of the Hogg family. Hoinlish records that in 1543 "the first cast pieces of iron that ever were made in England were made at Buxted, in Sussex, by Rafe Hogg and Peter Bawd." This Peter Bawd, who at first was employed by Hogg as an assistant, ultimately surpassed his master in the art of casting, and made ordnance of east iron, of divers sorts, as falconets, falconets, and other pieces." Notwithstanding this, however, Hogg appears to have retained a prominent place among the iron-masters of the country, being styled in a petition bearing the date 1574 as "manufacturer of guns and shot for the Ordnance Office."

The sites of several of the forges in Buxted and the adjoining parishes are still known, and traces of the works are seen in the heaps of scoriam or cinder-beds which undisturbed. One of the most important of these cinder-beds was discovered at Maresfield more than 25 years ago, and occupied no less than 6 acres, and was from 2 to 10 ft. deep. Probably this bed dates from very early times, as the Roman pottery and skeletons were found with the cinders. Both in the parishes of Framfield and Little Horsted places are pointed out where heaps of scoriam once existed. Of the machinery used in these ironworks the sole sur-

viving relic may still be seen at Howbourne, on the Ouse, in the parish of Buxted. It is a massive oak hammer post, 9 ft. 6 in. in height, and being in good preservation is well worthy of a visit.

A few specimens of Sussex iron castings still remain. Of these many take the form of sepulchral slabs at Burwash the church contains a slab of the 14th century to the memory of Johanna Collin. This is probably the earliest iron monumental tablet in existence. Another may be seen in Uckfield church to the memory of Gabriel Egles, who died in 1707. In several of the Sussex churchyards we also find east-iron slabs, but of comparatively modern date. Specimens of old andirons dating the 14th and 15th centuries are carefully preserved within the country. The iron railings which still surround St. Paul's Cathedral were cast at the Lambhurst furnace at a cost of 11,302l.

We have seen that the first direct allusion to the ironworks of Sussex occurs in the year 1266. It is impossible to ascertain to what extent the iron was then worked, but it is evident that the trade was not inconsiderable. In 1607 Norden says there were 140 forges and furnaces for iron in Sussex, and it is probable that at that time and a few years later the trade was in the most prosperous condition. Its decline was due not to a scarcity of ore, for ironstone is still plentiful enough, but to want of fuel for smelting purposes. Owing to the rapid destruction of the forests, laws were enacted against the felling of timber, and from that time the ironworks were quickly reduced in number, so that in 1663 there were only 27 furnaces in Sussex, 10 years later there were only 10, and in 1825 the last forge, at Ashburnham, was closed, the owner being unable to compete with the rival districts of South Wales and the Midland Counties.

IRON AND STEEL.—Mr. J. E. SHERMAN, Bucksport, U.S.A., prefers to melt or fuse the pig-iron to be heated in a reverberatory furnace, but other furnaces may be employed, and when the pig or cast iron is in a state of fusion it is then poured into either a ladle or a compound containing iron, and after having thoroughly incorporated the same the purified cast iron may be tapped or ladled off, as is well understood; or, instead of mixing the ladle or iron, or compounds containing iron, with the molten cast-iron in the furnace, the same may be added to the molten metal contained in a ladle or other vessel, and after incorporation the purified metal may be employed for the purposes of casting or otherwise.

MANUFACTURE OF STEEL.—Messrs. J. MASON and A. PARKES Birmingham, manufacture steel by melting together a mixture of wrought-iron carbon, and either one or more of the chlorides of alkalis, earths, or metals (or combinations capable by their union of producing such chlorides); they also prefer to add to the mixture a small quantity of iron filings previous to melting. They also improve the quality of steel by melting it with such chlorides or materials capable by their union of producing such chlorides, and either with or without the addition of carbon. They prefer to employ the chloride of manganese or sodium, but other chlorides, such as of magnesium, aluminium, iron, or of other base which is not prejudicial to steel, may be employed.

IRON TUBES.—In making iron tubes Mr. H. KESTERTON, Birmingham, reduces pig-iron to the state of soft malleable iron by the Bessemer or other similar process, and he casts it into a hollow cylindrical ingot. He takes this ingot whilst still very highly heated and passes it through a series of pairs of grooved rollers set in different planes—say, alternately vertical and horizontal. The first pair of rolls take the ingot, and reducing and elongating it pass it to the second pair immediately beyond, and this pair passes it to a third pair, and so on, through each of these valves a straight passage is formed to convey the ingot to a surface speed greater than the rollers immediately in front, so that, allowing for the elongation of the tube and the reduction of the section, equal quantities of metal may pass between all the pairs of rolls, gripping the ingot in equal times. A stationary mandril passes between all the rolls, and carries a bulb at the nip of each pair of rolls.

STEAM-ENGINES.—The invention of Mr. HUMPHREYS, Hull, consists in constructing them with a valve cylinder between the said cylinders, situate parallel with or immediately adjacent to them, the valve cylinder being furnished with openings of adequate dimensions at each end communicating with the top and bottom of the steam cylinders. In this valve cylinder the inventor places two piston valves, one at each end, fitted with suitable metallic packing rings; through each of these valves a straight passage is formed to convey the steam from the high to the low pressure cylinder; a curved passage is also formed to convey the steam from the low pressure cylinder to the chamber between the two piston valves and thence to the condenser.

PNEUMATIC STAMPS AND HAMMERS.—The invention of Mr. W. HUSBAND, Hayle, consists in connecting with the cylinder or the piston rod directly to the driving-crank, while the piston-rod or the cylinder is hinged to the hammer-block or stamp-head working between guides, so that the cylinder with its piston and rod together constitute an elastic connecting rod, connecting the driving-crank with the hammer-block or stamp-head. The cylinder is provided at a point either above or below, or both above and below, the piston with one or more valves, by opening or closing which there is more or less the action of the air cushions may be regulated so as to diminish or suspend the blow.

TREATING MINERAL OILS.—The object of the invention of Mr. J. E. DUYCK, Glasgow, is the removal of the objectionable blueness, cloudiness, or appearance of turbidity, which occurs in various mineral oils, and the removal consists in adding to the mineral oil a substance which is soluble in or mixable with the oil, and of the class known as nitro-compounds, and obtained by treating hydro-carbons with nitric acid. Nitro-benzole is the substance of the class which is used, and the inventor finds that the commercial quality of it, which generally also contains other nitro compounds, answers the purpose. The proportion of nitro-benzole to be employed in each case will vary with the quality and condition of the mineral oil, in other words, with the more or less purified or refined state of the oil, and with the amount of blueness present.

MAGNETISM AS THE NEW MOTOR.—An electrical journal has an interesting description of the application, of electro-magnetism as a motor. It says that, in introducing the matter, the axiom that a given magnetic force is the exact product of a given consumption of zinc or chemicals must now be challenged and put to proof. We confront now the proposition that although the electro-motive force may be in the battery, yet the magnetic power which follows its application is capable of indefinite enlargement without increase of the initiative agent; also, that the fact exists that when a magnet is performing its maximum work the battery which started the magnetic power is most at rest. In other words, that the magnetic power is not proportioned to the size or consumption of the elements of a battery, although dependent upon it as an initial force, the application of which to practical use is as follows:—A Daniell battery of four cells, the ingredients of which were the bichromate of potash in the porous cell, diluted sulphuric acid of ordinary strength in the outer vessel. Beneath it, locked to the floor, an iron circular frame, 18 in. in diameter, rim 5 in. wide. Five apertures equidistant were cut into the face of this iron case, 3½ in. long, and of the width of the frame. Into these were inserted five coils, coiled with No. 14 covered copper wire, standing out from the frame and firmly attached thereto. In the interior was a wheel on whose rim were set six additional magnets, same as on the iron case, the faces of the magnets and another set in the rim, no diminution of force being made, but the bichromate solution in the corresponding with the double crank device in locomotion to prevent a dead center. By acting on the periphery of the wheel, of course all loss of power was avoided. On the shaft which extended from the magnet wheel was placed a belt wheel of the usual diameter, connecting with a wheel shaft in the ceiling, which was in turn connected by a belt with a circular saw on a bench. No power was gained by the diameters of the wheels, as they were equidistant, the connecting wires gave rapidly to the belt, and at once required, the floor shaking violently with the power developed. Wood was sawn with ease, and without apparent effort on the power. The united effort of two men of 170 lbs. each, pressing on a concave brake of 6 in. by 4 in. on the face, failed to stop the belt wheel. This power can be maintained for 24 hours, at a cost of 10 cents. By increase of diameter and width, or by multiplication of wheels and the number of magnets, the power can be largely increased by the same number of cells. This is proven by the addition of water in the circuit to surround another set of magnets, the power being taken place. The battery of four cells used was capable of sustaining the power 60 hours without renewal, at a cost of 10 cents per day. The simplicity, thorough practicability, and great economy of this discovery and invention combined promise the grandest results. Here is at last a power attainable without expense of fuel and evaporation of water, or human attendance, and at a nominal cost. The future of this notable affair we shall watch with great interest, and report with fidelity.—Iron Age (U.S.)

WATSON BROTHERS,

MINING AGENTS, STOCK AND SHARE DEALERS, &c.
1, ST. MICHAEL'S ALLEY, CORNHILL, LONDON.

SATURDAY.—Market active for West Chiverton, Grenville, East Grenville, Prince of Wales, South Condurrow, Carn Brea, Great Wheal Vor, and Cook's Kitchen, at advanced prices. West Chiverton, 39 to 41; Grenville, 4½ to 4½; East Grenville, 3½ to 3½; Prince of Wales, 24 to 26; South Condurrow, 4½ to 4½; Carn Brea, 50 to 55; Great Wheal Vor, 2½ to 2½; Cook's Kitchen, 20 to 21; Tanqueril, 19 to 21; Great Lacey, 17 to 19; Uny, 4½ to 4½; North Croft, 1½ to 1½; Tanqueril, 20s. to 22s. 6d.; Don Pedro, 3½ to 2½; Eilippe, 22s. to 24s.

MONDAY.—There has been but very little business doing to-day, the attention of the dealers being chiefly occupied in preparing for the settlement. Devon Great Consols, 102½ to 107½; West Lorton, 125 to 130; West Chiverton, 39½ to 40½; Providence, 32 to 34; East Lovell, 26 to 27; South Condurrow, 4½ to 4½; Grenville, 4 to 4½; Tanqueril, 19 to 21; New Beldon, 10s. to 12s.; Great Retallack, 17s. 6d. to 22s. 6d.; Tanqueril, 12½ to 13; Tanqueril, 21s. to 23s.; Sweetland Creek, 3½ to 4.

TUESDAY.—Good demand for Grenville, East Grenville, Great Wheal Vor, Tanqueril, Carn Brea, and South Condurrow. Grenville, 4½ to 4½; East Grenville, 3½ to 3½; Great Wheal Vor, 2½ to 2½; Tanqueril, 12 to 13; Carn Brea, 50 to 55; South Condurrow, 4½ to 4½; Devon Great Consols, 100 to 105; West Chiverton, 38 to 40; West Lorton, 125 to 130; East Carn Brea, 5½ to 5½; Tanqueril, 21 to 23; Tanqueril, 19 to 21; Don Pedro, 3½ to 2½.

WEDNESDAY.—Market rather quiet, the dealers being busy with the settlement. Grenville, East Grenville, Tanqueril, South Condurrow, and Carn Brea shares chiefly dealt in. West Chiverton flat. Grenville, 4 to 4½; East Grenville, 3½ to 3½; Tanqueril, 12 to 24s.; South Condurrow, 4½ to 5; Carn Brea, 50 to 55; West Chiverton, 38½ to 37½; East Lovell, 26 to 26½; Prince of Wales, 23s. to 25s.; Uny, 4½ to 4½; Great Lacey, 17½ to 18½.

THURSDAY.—Market very dull. Tanqueril, West Chiverton, Grenville, Van Consols, Prince of Wales, and East Lovell weaker. Tanqueril, 18s. to 20s.; West Chiverton, 36 to 37; Wheal Grenville, 4 to 4½; Van Consols, 11½ to 13½; Prince of Wales, 22s. to 24s.; East Lovell, 25 to 26; Carn Brea, 53 to 55; Cook's Kitchen, 21½ to 22½; East Grenville, 3½ to 3½; Great Vor, 2½ to 3; Don Pedro, 2½ to 2½; Eberhardt, 16½ to 16½.

FRIDAY.—Market moderately active for East Grenville, Grenville, Tincroft, Cook's Kitchen, and Carn Brea. Hington Down advanced to 6d. buyers. East Lovell, 25 to 25½; East Grenville, 3½ to 3½; Grenville, 4 to 4½; Cook's Kitchen, 21 to 23; Tincroft, 46 to 48; Carn Brea, 53 to 55; Hington Down, 22s. 6d. to 25s.; East Lovell, 24 to 25; New Beldon, 10s. to 20s.; West Chiverton, 36½ to 37½; Tanqueril, 19s. to 20s.; Eberhardt, 17 to 18.

Mining Correspondence.

BRITISH MINES.

ABERDAUNANT.—H. Francis, March 16: I am proud to say that our prospects in Rule's cross-cut, north from the deep adit east, is of such a character that we may expect a discovery at any moment, and I have great hopes that I may be able to say so on Monday next. The No. 2 adit east is still driving in good ground for ore, and in stopping down the north side of this level there is every appearance that the ore we have here will continue eastward. The stopes in back of No. 2 adit east look well, in fact better than last reported. Our dressing operations are being carried on with vigour, and I am happy to say we have a full supply of water for that purpose. Our last sample of 10 tons of ore realised 11l. 11s. per ton.

BEDFORD CONSOLS.—J. Mitchell, March 15: I find our cross-cut is driven south 40 fathoms from the north lode; the ground is easier for driving, and we think from present indications the cross-shaft will be driven to the level of 12 fms. from the north lode we intersected some branches; I have put the men there to open it, and find it to be improving as we go east. I broke some rich copper ore this day from the lode, and think as we get off the influence of the slide the lode will greatly improve, as in the shallow adit we had to drive a few fathoms, when we had a splendid lode. The north tin lode, in bottom of the shaft, is looking well; it has a strong, masterly appearance, and is worth 12s. per fathom for tin.

BEDFORD UNITED.—James Phillips, March 16: The ground at the engine-shaft has much improved in character, and is much easier for sinking, and the lode is intersected. Driving by the side of the lode is continued in the 103 east and west, and the outward appearance of the lode in these levels is very promising. The lode in the 90 east is 2 ft. wide, worth about 3 tons of ore per fathom. The rise in back of this level is yielding from 5 to 7 tons of ore per fathom, the lode in the 90 west is 2½ ft. wide, producing 4½ tons of ore per fathom. The stopes in bottom of this level are at present worth about 7 tons of ore per fm., but must be suspended until better advantages are made for stopping. The stopes in back of this level average 4 tons of ore per fm. The lode in the 75 east is now 2 ft. wide, producing 2 tons of ore per fathom, and yielding some good work for tin, which will be saved; the lode altogether is looking better than it has been for some time past. The lode in the winze in the 75 west is 2½ ft. wide, producing 2½ tons of ore per fathom. A great change has taken place in the 47 east, the lode is 18 in. wide, producing some rich stones of green carbonate and black oxide of ore and munda. The lode is chiefly composed of nice looking gossan, and the killas is very congenial for the production of ore.

BLAEN CAELAN.—Thomas Kemp, March 13: I went over this mine on Monday, and beg to report as follows:—The progress made in sinking the engine-shaft below the 103 fms. to be very slow indeed, owing to the ground being very jointed, and it is also on its edge, and making it difficult to make progress. The lode in the 10 east from shaft is the full width of the level, composed of killas and friable spar, intermixed with lead ore, and worth of the latter about 30 cwt. per fathom. I am pleased to say this level is opening out a good length of ore ground, which can be taken away at a little cost. The cross-cut north from the old adit has crossed a branch of spar about 8 in. wide, carrying copper and munda, which is letting out a strong feed of water. I am rather anxious to get to the bottom of this level, as it will be a great advantage to be able to continue the drainage of this level some little distance further. We have not yet communicated the old adit east with the main adit west, as during the past fortnight the ground between these two points has been exceedingly hard, and the men have made but little progress. However, we can very distinctly hear the sound from one place to the other, and hope in a short time to get a hole through. The engineers are getting on well with fixing the engine and crushing mill. We shall have no time in getting the machinery to work, as there is a good pile of ore ready for the crusher.

BLAEN CAELAN.—J. Evans, March 16: I have but little to report this week, as I was obliged to take some of the men from the levels to assist the quarrymen in raising stones for the completion of the buildings. The shaft sinking from the 10 to the 20 makes slow progress. The 10 east, below the adit, is in a fine course of ore, yielding fully 1½ ton per fathom. The cross-cut north is thick with ore, and the rib of spar, and the end of the lode is very good. The east and the drainage west from the main adit are both in hard ground, but I expect almost daily to have this communication.

BLUE HILLS.—S. Bennetts, A. Gripe, March 11: We have just commenced cutting through the lode in the 76 east of the engine-shaft, where it is large, containing capels, and altogether much better defined than we have hitherto seen it below the great gossan in this part of the mine; it also contains a little throughout. The 66, north of Leitcher's shaft, there is no change to report. The lode in the east end of the mine is now being driven, and as can be seen it is not very productive. The 13 east of Polyan shaft, is worth 3l. to 4l. per fathom, the lode at present being small. The stopes above this level is worth 10l. per fathom; and that above the same level, south of the gossan, 6l. per fathom.

BRONFLOYD.—T. Kemp, March 15: No. 3 Shaft, North Lode: The part of the lode carried by the 51 and west has a much better appearance than for some time past, and is now producing a good quantity of ore. I have put six men to stop the lode in this same level close by, and west of, the winze to its full width, and I am pleased to report that it is yielding 1 ton of lead ore per cubic fathom. All other places are much the same as stated in my last report. At No. 4 shaft the walls of the engine-house are up, the engine is fixed in its place, and we are now awaiting the delivery of the pumps which you purchased at Pant-mawr Mine.

WILLIAMS.—March: The shaft is down 12 fms. below the adit level, and from the adit level to the surface there is about 6 fms. of back—Western Level: This level has been driven about 6 fms. from the engine-shaft; the former workers have driven in the north part of the lode on the soft part, and left the main part of the lode standing to the south. I put the men to blast a few holes in the level, and we found a good mixture of lead ore as far as we had gone. I am pleased to inform you the lode is looking very promising, and the men will have a good mine in depth. I advise to cross-cut through the lode at this point, to see the south side of the lode.—Eastern Level: About 12 fms. east of the engine-shaft I found three or four branches of lead crossing this level. I would recommend a cross-cut north and south, to prove the lode at this point, as the lode has been split by the cross joints that cross the level. This level has been driven about 20 fms. east of the engine-shaft. There are two or three other lodes running through the set, and I believe they will form a junction with the lode in the set. I cannot say I have put six men to sink driving the east and west level from the engine-shaft, to open up the ground for stopping, and down with your shaft as well. The whole of the machinery is working very satisfactorily. In my opinion you have a good mine here, as the stratification is precisely the same as all the dividend-paying mines in Cardiganshire and Carmarthenshire. In addition to this, the Brynboron Mine and the Old Nant-y-Mwyn Mine, and I have no doubt the Brynboron, if properly worked, will give very good results. The samples sent by you yesterday from the east and west levels. Everything is going on satisfactorily at the mine. The water-wheel is working well.

G. Spargo.—March: During the past week I put men cross-cutting into the lode at the extremity of the drainage in the bottom western level, and am pleased to say have broken some good lead, a sample of which I forward you. I find the lode company has driven by the side of the lode, which is altogether standing, and the lode is now being driven, and as can be seen it is not very productive. In cutting down the shaft, and making roadway and machinery shaft complete, to enable us to commence sinking. No time shall be lost in completing the work in operation, and will report as soon as another improvement takes place.

MARCH 13: The lode in cross-cutting in the western end is without change since my last, still yielding good lead. We shall continue this cross-cut until we reach the footwall of the lode. I shall let this work at per fathom, as we shall have the water in the level now be in readiness to haul the ore up to the surface, and our progress in cross-cutting. I will report again as soon as a further improvement takes place, which I am daily expecting.

BWADRAIN CONSOLS.—R. Northey, March 13: The lode in the 55 east is 3½ ft. wide, carrying a strong mixture of lead ore and jack; a more kindly looking lode for lead ore I never saw in this mine. The lode in the 55 west is 2½ ft. wide, and greatly improved since my last report, and likely for further improvement, as we are now approaching under the main run of ore ground gone down to the 45 west, the lode is worth 12 cwt. per fathom. The lode in the 45 west since my last report. The lode in the stopes throughout the mine is producing about the same quantities of ore as for some time past. The lode in the deep adit level, at Dolfar, is without change since my last report. All other operations are going on well.

BWLCH CONSOLS.—R. Northey, March 14: The lode in Ritchie's shaft, sinking below the 70 fms. level, is 3 ft. wide, composed of killas, blende, and a mixture of lead ore. The lode in the 70 fms. level is 4 ft. wide, and is showing improvement in value since my last report. The stopes in the back of the 70 fms. level are worth 18 cwt. of lead ore per fathom. The lode in the 60 fms. level is 2 ft. wide, unproductive for lead ore; I am daily expecting an improvement in this level. The stopes in the back of the 60 fms. level are worth 16 cwt. per fathom. The stopes in the back of the 50 fms. level are worth 1 ton of lead ore per fathom. The stopes in the back of the 15 fms. level is worth 1 ton of lead ore per fathom. The lode in the 40 fms. level east is 4 ft. wide, composed of lead, killas, and blende—very much improved since last reported. All other operations are going on as usual.

CAEGYNON.—March 14: Good progress is being made in sinking the engine-shaft below the 50; we shall be down the required depth for a 60 by Saturday next.—North Lode: The lode in the 50 east is yielding occasional stones of lead. In the 50 west end the lode is divided by a horse of killas, our driving is on the north part, which is small, 4 in. wide, for this width yielding good lead. The lode in the 50 west is 12 cwt. per fathom, yielding a good quantity of lead, and letting out much water. The stopes in back of the 40 west are worth 12 cwt. of lead per fathom. The stopes in the bottom of the 40, east of No. 1 winze, are worth 12 cwt. of lead per fathom.—South Lode: The 20 west end is opening out tribute ground. The tribute pitches in back of this level are turning out much as usual.

CALDBECK FIELDS.—P. Hawke, R. Trewarthen, T. Lamb, March 15: The 20 west end, north lode, improves since my last report, and is worth 2½ to 3 cwt. per fathom. The north lode east in this level is worth 4 l. per fathom.

CAPPAGE.—W. Thomas, March 13: At the engine-shaft in sinking for fork and taking down the lode we find some small veins of rich yellow copper ore, but the ground is hard and expensive to work; we shall finish this work as fast as possible, and fix the lift, &c. The ends east and west of the skip-shaft, in the 104, present a very promising appearance. The end west, which has been opened,

In the engine-shaft sinking below the surface. The tributaries are still raising good ore, and in getting out foundations for the new buildings we are constantly finding stones of solid ore, one of which weighs 2 cwt. We have commenced to clear up an old shaft which has been sunk on the lode; this will enable us to clear up from the adit level to the engine-shaft, and work the ore ground known to exist to the west of the said adit shaft. I hope to be able to commence the buildings next week.

OLD GUNSLAKE.—F. Phillips, March 15: New Shaft: The ground is somewhat harder for the present, but I do not think it likely to continue for any length of time. We sunk a little over 2 fms, last month, and it was set on Saturday to nine men, at 17l. 10s. per fathom. I hope to be able to give more particular of the quarry lode next week.

OLD TREBURETT.—Wm. Hancock, March 15: Just come up from under-ground. Things in engine-shaft going on very favourable, but water very quick. We shall stop this afternoon, but all full of stuff. We are still going down, and are down to a plat and level, but all full of stuff. We are still going down, and are down to a plat and level, but all full of stuff. We are still going down, and are down to a plat and level, but all full of stuff.

PEDN-AN-DREA UNITED.—Wm. Tregay, J. Thomas, March 11: Sump: The water is still very quick, and in the bottom of sump requires more timber than anticipated; notwithstanding these difficulties fair progress has been made in sinking; good stones of tin are present in the cross-course. In the trip-plat being cut in the lode in this level the lode is 12 feet wide, and will produce 10 cwt. of black tin per cubic fathom. The lode in pitch back of this level, the lode is now 7 ft. wide, and produces 10 cwt. of black tin per fathom. The lode in the 120 north rise is at present disordered by the cross-course, producing occasional stones of tin, and letting down water freely. In the 100 east, north cross-cut, nothing of importance intersected. In the 100 west, level cross-cut, north and south of the importance intersected. In the 100 east, level cross-cut, north and south of the importance intersected.

PENHALE UNITED.—R. Pryor, H. Bennett, J. Pryor, March 15: The lode in the 110, driving south of Phillips's engine-shaft, is 2 ft. wide, and yielding 4 cwt. of lead per fathom. In the 110, driving north of Phillips's engine-shaft, the lode is 4 cwt. of lead per fathom, and likely to improve. In the 100, driving north of Phillips's engine-shaft, the lode is 4 cwt. of lead per fathom, and likely to improve. In the 100, driving north of Phillips's engine-shaft, the lode is 4 cwt. of lead per fathom, and likely to improve.

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is over 13 fathoms below the adit level. Within the next two months the winze will be down, and the 65 commenced north and south of it—a lode worth (say) 9 to 10 tons of lead ore per fathom. The 60 cross-cut east, to cut side lode or string, is progressing favourably. We have completed our dialogue, and shall commence a new shaft from surface, to go down in the centre of the ore ground, some day next week. Our next shaft, of 100 tons of lead, the produce of the month of March will be placed on April 6. We are well forward with the dressing of the said parcel of ore. We are in correspondence with an engineering firm about new winding and crushing machinery, with gear for jiggling and separating the ore stuff, &c., and hope soon to furnish you with full particulars on this head for your consideration.

RHYDTALOG.—James Dunkin, March 15: The men are making fair progress in sinking the engine-shaft under the 10; the ground is the same as reported last week. In the 15 west, on new lode, the lode is still very large, and improving again, now worth 10 cwt. of silver-lead ore per fathom, and likely to further improve. At western shaft, on new lode, we are now clearing up with good speed, and shall soon get to the bottom with present size, which I intend doing before cutting much ground in the same.

ROSE AND CHIVERTON.—S. Michell, March 15: The engine-shaft is now down nearly 19 fathoms below the 20. The ground in the bottom of the shaft is somewhat harder than it has been, but the colour of the rock is everything that can be wished for the yield of lead ore, and I am thinking the shaft will not require as much timber in future. The dam in the 20 is completed, and one of the lifts at that level disengaged; this we shall find a saving in fuel. We have nine paces working on the halves, and the new tramroad to Foster's shaft is in full operation, and answering well; we hope from this to make good returns.

SOUTH CARN BREA.—Wm. Kitch, James Knotwell, March 15: The part of the lode carried in the 130 fm. level, north of the shaft, is 6 feet wide, and produces 10 cwt. of black tin per fathom. In the 150 east, level cross-cut, north and south of the importance intersected. In the 150 east, level cross-cut, north and south of the importance intersected.

SOUTH CONDURROW.—Joseph Vivian and Son, Wm. Williams, March 16: In the 82, west of King's shaft, the lode continues to improve in character, and shows more tin than it has done. In the 71 west, the lode continues worth 200l. per fathom. We have now rising in the lode where the lode is of the same character and value as in the level, where we expect to communicate with the winze within the present week. The other parts of the mine are, on the whole, without alteration of any importance since the last report was written.

SOUTH DARREN.—John Boundy, William H. Boundy, March 11: Since the last report the lode in the 70 west has been taken down, and we are glad to be able to inform you that a further improvement has taken place; present shape for lead and copper ore, 15 ft. wide, with a strong appearance to further improve. No change of importance to notice in any other part of the mine since last report. All surface work is going on regularly.

SOUTH MERLILYN.—March 16: I have no particular change to notice during the past month. We have extended the 100 yard level 8 yards, and sunk the sump 4½ yards below the 80. I will send you a full report next week.

SOUTH WARD.—Thos. Foote, March 14: Thomas's engine-shaft is now down 15 fms. below the 25. The lode is 2 ft. wide, and yielding 4 cwt. of lead per fathom. In the 110, driving south of Phillips's engine-shaft, the lode is 4 cwt. of lead per fathom, and likely to improve. In the 100, driving north of Phillips's engine-shaft, the lode is 4 cwt. of lead per fathom, and likely to improve.

ST. JUST AMALGAMATED.—R. Pryor, Thos. Gundry, N. Bartle, March 14: Savelle's Lode: The lode in the 100, driving west of engine-shaft, is 3 ft. wide, and worth 4l. per fathom. In the 90, driving west of engine-shaft, the lode is 3 ft. wide, and worth 6l. per fathom. The lode in the 62, driving east of the shaft, is producing saving work for tin. The lode in the 60, driving east of the shaft, is producing saving work for tin. The lode in the 60, driving east of the shaft, is producing saving work for tin.

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ried on, and small branches of spar are still being met with occasionally, which contain spots of ore, but the ground is rather hard for exploring.

WEST ESKAIR L.L.E.—R. Harvey, March 16: We are pushing the driving of the cross-cut east of the old workings as fast as the nature of the ground will permit. No decrease in the water yet, and the lode still looking well. I look forward to changing here shortly. The ground in the 37 fm. level cross-cut is favourable for driving, and good progress is being made. No other change of importance to notice.

WEST GODOLPHIN.—J. Pope, Jan., March 14: We have communicated the 10 with the bottoms on the carbons, and broke some very rich tinstuff from here to-day. I have put a pair of men to stop down some of the east end of the bottom; if it continues as good as it is now we shall derive great help from here. I am sorry to say that we met with an accident at Pressure shaft to-day; the men blasted a lode, and, unfortunately, cut the working-barn in two parts; we have, however, another in the mine, which we shall fix this afternoon, so I hope the water will be out, and sinking resumed to-morrow morning. I will send you a longer report in the latter part of this week.

WEST JEWELL.—J. Mayne, March 16: Greene's Engine-Shaft: I am very pleased to say that we have reached the still in the back of the 12 this morning; the men are now engaged putting in a pump, and dropped 9 feet to-day, and I hope next week to be in a position to write fully on this level ore and adit level, east of Greene's shaft, is being cleared and secured as fast as possible. The deep adit level, driving west of Tregoning's shaft, is still producing good stones of tin, and has every appearance of a further improvement. We have commenced to draw the tributaries' tinstuff preparatory to sampling; this I think will be the largest sampling we have had since the mine has been working, and the tin that is now dressed there is every probability that we shall have about 12 tons of black tin, worth 75l. to 80l. per ton, for sale in about four weeks hence.

WEST MARIA AND FORTESCUE CONSOLS.—Wm. Skewis, Jas. Donnal, March 16: West Maria Lode: The 71, east of Willeford's shaft, is a very kindly end, now worth 10l. per fathom. Nos. 1 and 2 stops, in the back of the 71 fm. level, are worth on an average 20l. per fathom. The lode in the 71 west, as far as seen, from 2 to 4 ft., is very promising, composed of capel, quartz, prlan, and copper ore. The lode in the 80 east is still looking well, worth 30l. per fathom. No lode taken down in the stop in the back of the 60 fm. level. The stop at 105 yard level there is no change. We are forking the water below the 75 very satisfactorily, and hope to get the 90 unwatered by to-morrow evening.

WEST PANT-Y-GO.—S. Harper, March 15: There is no change to report in the 75 cross-cut, but it may be as well to remark here that the Deep Level Mine has lately sold a parcel of lead of 24 tons, got from the new lode, which is a very good looking lode, and is coming towards us. The cross-cut in the 105 yard level cross-cut is more open. At the trial winze in the bottom of the 105 yard level there is no change. We are forking the water below the 75 very satisfactorily, and hope to get the 90 unwatered by to-morrow evening.

WEST STIPERSTONES.—H. Waters, March 16: The lode in the engine-shaft, sinking below the adit level, is 8 in. wide, and is letting out a strong feed of water. This lode will form a junction with a branch that came in from the east of the shaft; they are present about 4 ft. apart, with an average underlie of 1 in. The sump-below in adit level, south of the shaft, finished this week, and a sump and winze will be started in the ore on Monday next.

WEST TANKERVILLE.—A. Waters, March 16: The 60, driving south of cross-cut, on the footwall of the Wood vein, is carrying a lode for 4 or 5 ft., composed of stone, carbonate of lime, with strings of lead and blende throughout, of a very promising character. The 48 stop is being sunk on the footwall of the Wood vein, the underlie being similar to those described above. The lode in the back of the 118 is yielding 1 ton of lead ore and 1 ton of blende per fathom. Cornish Vein: The 8, north of the winze below the adit, is worth 1 ton of lead ore per fathom; south of winze the lode is yielding ½ ton of lead and good blende stuff per fathom. The winze sinking below the adit, north of the cross-cut, is yielding lumps of lead—½ cwt., and is worth 1½ ton per fathom; this ground is whole below the said adit level. No change at Cornish or north boundary for some weeks past. The engine is fixed, and the driving machine and crusher nearly ready for work. The snow has again prevented the masons building the chimney, &c., the last two days. We hope to commence dressing ore in three weeks from this date.

WEST TOLGUS.—March 14: We had occasion to stop the engine on Saturday night to change a long piece of rod below the balance-bob, and it was Monday noon before the engine was set to work again, and by that time the water was above the 85. The engine is working very well, and is forking the water down to the 115 end, where it appears to be 6 ft. apart, but not showing much more ore. We have put this up to begin to sink the lode in the 40, on the lode while they were hindered by the water, which we hope will last only a few days. The lode in the 40 end, east of Richard's shaft, is large, and yields 1 ton of ore per fm.; it is a strong, fine lode. The lode in the 30 end, west of ditto, is 5 or 6 ft. wide, yielding a little ore, and plenty of blende. The 65 east is being driven in kilnas, which is just the same as last setting-day. There has been much done in the other cross-sinces setting-day; the men have been employed in clearing the lode in the levels, and in the stop at 105 yard level.

WEST WHEAL TREMAYNE.—S. Roberts, March 14: Park Toll Shaft: In the 10 fm. level west of the engine is easy for driving; the lode is 10 inches wide, composed principally of prlan and mudde, with a little black copper ore. The 20 fm. level west has improved in the past week in both the nature of the ground and lode. We have a large lode at present, and highly mineralised.

WHEAL AAR.—R. Rogers, March 15: There is no change in any place throughout the mine worthy of remark since the last report. The lode or branch in the flat-rod shaft is 2½ ft. wide, producing a little tin.

WHEAL BASSET AND GRILLS.—W. Oats, P. Prisk, March 11: Setting Report: Wheal Fat: The shaftmen are now engaged finishing up plat in the 40 fm. level; this will be completed in a few days, when we shall put in collar, and commence driving west on canter lode, which is 4 ft. wide, worth 15l. per fathom. The 30 fm. level to drive east on Ferguson's lode, by two men, at 7l. per fathom; the engine is now working, and in the 20 fm. level, the side level to drive east in the 22 fm. level, by two men, at 6l. per fathom. The 20 fm. level to drive east of said shaft, by six men, at 10l. per fm.; the lode is 2 ft. wide, worth 10l. per fathom, and improving. The 42 fm. level to drive east of shaft, at 15l. per fathom, by six men; lode 3 ft. wide, worth 20l. per fathom. The rise in the back of this level is communicated with the 32 fm. level, which has improved the ventilation in this part. The 42 fathom level to drive east of shaft, at 9l. per fathom, lode 2 ft. wide, producing tin enough to about pay for driving, and indicating a further improvement. Wheal Cock: The engine-shaft to sink below the 15 fm. level, by ten men, at 20l. per fathom; lode 3 ft. wide, worth 16l. per fathom. The 15 fm. level to drive west of Wheal Cock shaft, by six men, at 5l. per fathom; lode 2 ft. wide, worth 8l. per fathom. The 15 fm. level to drive west of Wheal Cock, by six men, at 12s. 11d. in tribute, and 10l. per fathom for making a hard and good lode, and producing tin. The lode in the 15 fm. level, and four boys, at an average of 11s. 6d. in tribute, and at Tyacke eleven men and two boys, at 11s. 3d. in tribute, at 60s. per ton for tin. On the whole, we consider the prospects of the mine as good as at the last adventurers' meeting.

WHEAL BULLER.—James Inch, March 15: Hocking's shaft is sunk 11½ fms. under the 102; the lode at this point is 6 ft. wide, presenting a very promising appearance, and worth for tin 25l. per fathom. We have sunk this shaft 32 fms. through a hard and poor floor of ground, but in the 102 level, the lode has been gradually improving, and is now in a good tin-bearing position, every prospect of making a large floor of tin. No other change in this part of the mine to notice. Stevens's shaft, in the 102 west, has fallen off in quality, now producing stones of tin. The 102, east of this shaft, is worth for tin 14l. per fathom. We are pushing on the next batch of tin with all speed, which will be ready for the smelting-house by Wednesday.

WHEAL CRIBB.—G. Goldworthy, March 15: In the 117, driving west of Kelly's shaft, the lode is 1½ ft. wide, composed of capel, quartz, prlan, mudde, and produce occasional stones of copper ore. In the 120, driving east of Cock's shaft, the lode is 2 ft. wide, composed of capel, prlan, mudde, and a mixture of copper ore, and promising to improve. In the 96 fathom level cross-cut, driving south, the cross-course contains copper and lead ores; the stratum is of a favourable description for the production of mineral. The clearing of the 96, west of Cock's shaft, is progressing very satisfactorily. In the 72, driving east, the lode is 3 ft. wide, and producing tin. The lode in

At Chiverton Valley meeting the accounts showed a balance against the company of 179*l*. 18*s*. 7*d*., and a call of 10*s*. per share (1500*l*) was made. The lead sold during the quarter was 119*l*. 3*s*. 5*d*! the agents state they have still unabated confidence in the future success of the mine. Great Laxey, 17½ to 18½; Herodsfoot, 41 to 43; Marke Valley, 7½ to 7*l*. Great Wheel Voss have advanced to 71-73: at the meeting the

accounts for the quarter showed a balance against the company of 1494l., but no call was made. The lode in Edwards's shaft is reported worth 150l. per fathom, and in the winze 100l. per fathom. Nangles, 1 to 1½; North Croft, 1½ to 2; Plymmon, 2 to 2½; Providence Mines, 3 to 3½. Perran Wheel Virgin, 1½ to 1¾; at the meeting the accounts showed a balance of assets over liabilities of 593l. 9s. 11d., and a call of 7s. 6d. per share was made. The prospects are reported upon as very favourable, and in driving the 36, north of Wilson's shaft, the agents calculate they have about 25 fms. to drive to reach the West Chiverton east and west lode. South Conduarrows have advanced to 5, 5½; South Croft, 12 to 14; South Frances, 31 to 33.

Roman Gravel, 9½ to 10; the produce for March is 100 tons of lead ore, and the mine is progressing satisfactorily; the shaft will be down to the 95 fm. level by the end of the month, and within two months the 65 will be commenced north and south, in a lode worth 9 to 10 tons of ore per fathom. Parys Mountain, 3 to 3½; the sale this month realised 988l., and two or three important points are soon coming off. Wheel Grenville, 4 to 4½; the lode in the 100 east is worth 20l. per fathom; a stoep above this level, for 3 fms. long and 6 ft. high, will produce at least 120l. worth of tin; the lode in the north shaft, sinking below the 100, is worth 10l. per fathom. East Grenville, 3½ to 3¾; the lode in the 95 east is 3 ft. wide, worth 4 tons of copper ore per fathom; the 75 east is worth 25l. per fathom; No. 1 stoep, 5 tons; the lode in the 65 is worth 7 tons per fathom; the points in operation are worth in the aggregate 41 tons of copper ore per fathom. Spearne Moor, 18 to 20; Tankerville, 12½ to 13; Tincroft, 46 to 48; Trump Consols, 21 to 22; Van, 54 to 56; Van Consols, 1½ to 1¾; West Seton, 125 to 135; Wheel Crebor, 8 to 8½; Wheel Kitty (St. Agnes), 8½ to 9½.

New Beldon, 15s. to 20s.; the lode in the adit still improves, and is worth 8 cwt. of lead per fathom. The directors have made a call of 5s. per share. Wheel Uny, 4½ to 5. Hingston Down shares have advanced to 22s. 6d., 25s. Eberhardt and Aurora shares have to 17, 18. Sweetland Creek, 3½ to 4. Taquaril shares have again been flat, and leave off 19s. to 21s. Chontales, ½ to ¾; the advices show 365 ozs. of gold, obtained from 1101 tons of stuff, and a profit of 130l. on the month. The lode at San Antonio is in good ground, and yields 10 dwts. of gold to the ton. Thornhill Reef, 1 to 1½. Rosewall Hill and Ransom United, 1½ to 1¾; at the meeting the profit on the quarter was 342l. 11s. 5d., and a balance carried to credit of next account of 450l. 6s. 3d.

The market for Mining Shares on the Stock Exchange, towards the close of the week, exhibited a great degree of activity, especially for Van shares, which have advanced to 56 on purchases induced by the low price of the shares, and the accumulating amount of reserves. Tankerville and Roman Gravel shares have participated in the upward movement, and large purchases have been made. West Chiverton, on various rumours, have again been flat. Great Wheel Vor shares are in demand at an advance, on an improvement in the mine. Tincroft shares remain steady. In foreign mines, the chief attention has been directed to Eberhardt and Aurora shares, which have advanced to 18 buyers. St. John del Rey and Sweetland Creek shares have also been enquired for, the latter on the expectation that another dividend will be shortly declared. The advices from the mines are good. Frontino, Eclipse, and Taquaril shares are flat; a large number of shares have been sold in the latter, which at one time forced the price down. Birdseye Creek shares remain steady; the title is being investigated, and the deeds of conveyance to the company will be doubtless ready for registry in a few days, after which the results of the working will accrue to the company. The following are the closing quotations:—Asheton, 3½ to 4; Tan-yr-Alit, 1½ to 1¾; Tankerville, 12½ to 13; Roman Gravel, 9½ to 10; Devon Great Consols, 100 to 105; East Lovell, 24 to 26; East Cadradon, 5½ to 5¾; Great Laxey, 17½ to 18; Great Wheel Vor, 7½ to 8½; Marke Valley, 7½ to 7¾; Tincroft, 46 to 47; West Chiverton, 35 to 37; Almada, ½ to 1; Cape Copper, 8 to 9; Chontales, 5-16ths to 7-16ths; Don Pedro, 1½ to 1¾ prem.; Eberhardt and Aurora, 7½ to 8½ premium; Eclipse, 1-16th to 3-16th prem.; General Brazilian, ½ dis. to ¾ prem.; Pacific, 1½ to 1¾; Port Phillip, 1 to 1½; St. John del Rey, 25 to 26; Sweetland Creek, 3½ to 4; Taquaril, 3-16ths to 5-16ths prem.

IRISH MINE SHARE MARKET.—We have had much animation in the mining shares. Wicklow Coppers recently fell fully 20s. per share, in consequence of the almost unanimous resolution of the shareholders to take up the chemical works at Arklow and to provide the means for working the same effectually, and for the purchase of them by a new issue of shares. But the probable benefit to be derived from the additional undertaking, which will, of course, become a large consumer, by the company's newly-acquired patent process for utilising their formerly unsaleable sulphur-smalls, is gradually rising in public estimation, and the shares, which only a fortnight ago might have been picked up as low as 6l., are improving in proportion as the prospects of the new undertaking are becoming more clearly understood. Orders for purchase and for sale come in, however, with daily fluctuations as to numbers, and, therefore, the price has rather a wide range—i.e., from 7l. 7s. 6d. sellers to 7l. 2s. 6d. buyers (2d. 10s. paid). Mining Company of Ireland shares (7s. 6d. paid) are rather steady at 7l. 6s., but Connoree shares have reached an advance of nearly 200 per cent. within the last six or seven weeks, being now readily taken at 11s. for cash, in response to the favourable character of the reports from these extensive mines. For account, 10s. 9d. is freely offered. General Mining Company for Ireland is also improving in public favour, and has risen from 17s. 6d. sellers to 19s. buyers, holders asking 20s. per share. Shalleen Mine shares are steadily supported at par, or 10s. Killaloe Slate Quarry shares are not very firm at 19s. 3d., 19s. having just been accepted.

THE DOMINION OF CANADA OILS REFINERY COMPANY, to the formation of which, with a capital of 150,000l., in shares of 5l. each, reference has already been made, has given notice that the list of applications for shares will close on Monday for London, and on the following day for the country. Some particulars with regard to the prospects of the undertaking will be found in the Supplement to this day's Journal.

COAL MARKET.—The fresh arrivals this week number 124 ships. The demand for household coal was only moderate, and prices quote the same. In Hartley's a reduction of 3d. had to be submitted to Haswell Wallsend, 16s. 6d.; South Hetton Wallsend, 16s. 6d.; Hartleporth Wallsend, 15s. 9d.; South Kellow Wallsend, 15s. 6d.; Eden Main, 15s.; Harton Wallsend, 14s. 9d.; Hetton Lyon's Wallsend, 14s. 9d. Unsold, 9 cargoes: 25 ships at sea.

The Bank of England return for the week ending on Wednesday evening showed in the ISSUE DEPARTMENT a decrease in the "notes issued" of 39,785l., which is represented by a corresponding decrease in the "coin and bullion" on the other side of the account. In the BANKING DEPARTMENT there was an increase in the "public deposits" of 226,050l.; and in the "rest" of 7968l.; together, 50,615l.; a decrease in the "other deposits" of 816,456l., and in the "seven day and other bills" of 65,611l.; together, 882,071l.—831,452l. On the other side of the account there was a decrease in the "Government securities" of 727,998l.; and in the "other securities" of 274,137l.—1,002,135l.; leaving an increase in the total "reserve" of 170,683l.

The steamer Cuba has brought 22 silver bars, valued at 5150l., from the South America Mine.

Mr. J. ROSS BROWNE, late United States Mining Commissioner and Minister to China, is now on his way over on a business trip to England and Germany.

The allotment letters of the Glasgow and Cape Breton (Nova Scotia) Coal and Railway Company (Limited) have been issued. Mr. E. F. Satterthwaite has joined the board. The directors have drawn the attention of the shareholders to the cable telegram in the newspapers of March 2, stating that the House of Representatives of the United States have abolished the import duty upon coal, which will materially enhance the value of the property of the company.

At the Brazilian Street Railway meeting, to be held on Thursday, the directors' report to be submitted states that the total receipts from all sources in 1869 were 232,336 milreis, as against 219,751 this year, showing an increase of 12,585 milreis, or about 5½ per cent.; if to this amount be added 16,040 milreis, which were outstanding in the shape of change tickets, the total increase in the receipts of 1870 would be nearly 14½ per cent.; its smallness in comparison with that of 1869 over 1868 can be most satisfactorily accounted for. The net revenue available for dividend (after writing off the whole of the working expenses and the amount paid for the redemption of tickets) is 4886l., out of which the directors recommend the payment of a dividend for the half-year of 6½ per cent. (free of income tax), making 12½ per cent. for the year 1870, which will absorb 4111l., leaving a balance of 744l. to be carried forward to new account.

In Chancery.
IN THE MATTER OF THE COMPANIES ACTS, 1862 AND 1867;
AND IN THE MATTER OF THE
RHEIDOL UNITED SILVER-LEAD MINING COMPANY.
THE CREDITORS of the ABOVE-NAMED COMPANY are
REQUIRED, on or before the 17th day of April 1871, TO SEND THEIR
NAMES AND ADDRESSES, and the particulars of THEIR DEBTS or CLAIMS,
and the NAMES AND ADDRESSES of THEIR SOLICITORS, if any, to ROBERT
PALMER HARDING, of No. 8, Old Jewry, London, the Official Liquidator of the
said company, and, if so required, by notice in writing from the said Official
Liquidator, or by their solicitors, TO COME IN AND PROVE THEIR SAID
DEBTS or CLAIMS at the Chambers of the Vice-Chancellor, Sir RICHARD
MALINS, at No. 3, Stone-buildings, Lincoln's Inn, in the County of Middlesex,
at such time as shall be specified in such notice; or in default thereof, they will
be EXCLUDED from the BENEFIT of any DISTRIBUTION made before such
debts are proved.
Thursday, the 27th day of April, 1871, at Twelve o'clock at noon, at the said
Chambers, is appointed for hearing and adjudicating upon the debts and claims.
J. A. BUCKLEY, Chief Clerk.
MAKINSON AND CARPENTER, 3, Elm-court, Temple, London
(Solicitors for the Official Liquidator).
Dated this 16th day of March, 1871.

TO FURNACE MANAGERS.
WANTED, A THOROUGHLY COMPETENT PERSON as
FURNACE MANAGER for a SMELTING WORKS in SOUTH WALES.
He must understand the MIXING and SMELTING of HEMATITE IRON ORES,
and have had considerable experience in the MANAGEMENT of FURNACES,
and in the production of GOOD BRANDS of PIG-IRON.
Address, with copies of testimonials, and stating past experience and salary
required, to "The Smelting Company," MINING JOURNAL Office, 26, Fleet-
street, London.

SPELTER WORKS.
WANTED, A THOROUGHLY PRACTICAL WORKING
FOREMAN. Must read and write well.
Apply, stating experience and wages required, to "A. B.," MINING JOURNAL
Office, 26, Fleet-street, London.

WANTED, by an active Young Man, of 25 years of age, a
SITUATION as UNDERLOOKER. Is well accustomed to the workings
of coal and ironstones in the Brymbo districts. Can talk the English and Welsh
languages; also a good scholar, and would make himself generally useful.
First-class reference can be given as for honesty and sobriety, &c.
Apply "L.," MINING JOURNAL Office, 26, Fleet-street.

WANTED, A SECOND-HAND TRANSIT THEODOLITE.
Apply, stating particulars of price and maker's name, to Mr. W. H.
BELL, Neath, Glamorganshire.

TO COLLIERY OWNERS, AND OTHERS.
THE OWNER of a valuable PATENT for the VENTILATION
of MINES wishes to DISPOSE of HALF of the PATENT to a Gentleman
with capital at his command.
Apply to VAUGHAN and SON, Patent Agents, 54, Chancery-lane, W.C.

A GENTLEMAN, of large experience in IRON-MAKING and
COLLIERY MANAGEMENT, is open to an ENGAGEMENT.
Address, stating particulars, to "Box Y," MINING JOURNAL Office, 26, Fleet-
street, London.

BRYNAMOR LEAD MINE, CARDIGANSHIRE.
A GENTLEMAN, proceeding abroad, is OPEN to an OFFER
for the PURCHASE of his FIFTY full-paid-up SHARES (21 in this
most promising mine. See report in last week's Journal. A reasonable offer
under the circumstances will be entertained. Full particulars will be furnished.
Address, "M. P.," H. Good and Son, Stationers, 60, Moorgate-street, E.C.

NEAR THE VAN MINE.
ON SALE, A FREEHOLD ESTATE OF THREE HUNDRED
AND FORTY-SEVEN ACRES.
Apply to "A. B.," New Mills, Berriwell.

TO CAPITALISTS.
FOR SALE, A CONSIDERABLE INTEREST in ONE of the
MOST VALUABLE DIVIDEND-PAYING COLLIERIES in the NORTH
OF ENGLAND, raising upwards of 36,000 tons per annum, and with unworked
coal to last more than a century at the present rate of production. Will be sold
to pay handsome interest on the purchase money, calculated on an average of
profits for several years past. Principals or their solicitors only attended to.
For further particulars, apply to Messrs. H. DUNN and SON, Solicitors, Darlington.

ON SALE, ONE 24 in. HORIZONTAL ENGINE; ONE 22 in.
HORIZONTAL ENGINE.
Apply, HENRY PARKINSON, 44, Folds-road, Bolton.

ON SALE, ONE PAIR OF COUPLED WINDING ENGINES,
cylinders 13 in., with slot link motion. These engines are first-class, and
will be sold very cheap.
Apply, HENRY PARKINSON, 44, Folds-road, Bolton.

ON SALE, ONE TANK LOCOMOTIVE ENGINE, cylinders
14½ in., with copper fire-box and brass tubes. Made by Sharp, Stewart,
and Co., of Manchester. ONE TANK LOCOMOTIVE ENGINE, 10 in. cylinders,
four wheels coupled. The above engine can be seen running.
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ONE 12 in. TANK LOCOMOTIVE ENGINE, four wheels
coupled; copper fire-box and brass tubes.
Apply, HENRY PARKINSON, 44, Folds-road, Bolton.

ON SALE, ONE 53 in. direct-acting PUMPING ENGINE, stroke
9 ft. ONE 36 in. direct-acting PUMPING ENGINE, 6 ft. stroke.
Apply, HENRY PARKINSON, 44, Folds-road, Bolton.

ONE BOGIE LOCOMOTIVE TANK ENGINE, suitable for
sharp curves; cylinder, 14½ in.; stroke, 22 in. Copper fire-box and brass
tubes. Made by Stephenson and Co., of Newcastle. Will be sold cheap.
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ON SALE, TWO CORNISH BOILERS, 30 ft. by 7 ft. diameter,
two flues through each; will work at 15 lbs. on the square inch. TWO
CORNISH BOILERS, one flue through each, 20 ft. by 5 ft.
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ON SALE, 18-horse power PORTABLE ENGINE, with reversing
gear, suitable for winding. ONE 12-horse PORTABLE ENGINE. ONE
8-horse PORTABLE ENGINE. TWO CLAY-GRINDING MILLS, revolving
pans, 9 ft. diameter; solid cast-iron rollers, iron frames, complete. These are
very massive mills.
Apply, HENRY PARKINSON, 44, Folds-road, Bolton.

ON SALE, ONE PAIR OF HORIZONTAL WINDING
ENGINES, cylinders each 24 in. diameter, 4 ft. stroke, fitted with slot
link motion and Cornish valves; also, WINDING DRUM, 11 ft. diameter, 6 ft.
wide, for round wire rope. Indicator nearly new, and will be sold very cheap.
Also, ONE 24 in. HORIZONTAL WINDING ENGINE, stroke 4 ft., fitted with
slot link motion, Cornish valves, and winding drums. Will be sold cheap.
Apply to HENRY PARKINSON, 44, Folds-road, Bolton.

FOR SALE, ONE 25 horse power VERTICAL CONDENSING
ENGINE, £100.
ONE WATER WHEEL, 24 ft. by 2 ft. breast, £30.
ONE CRUSHER, £20.
TWENTY TONS of 8 and 9 in. PUMPS, at £4; and OTHER VALUABLE
MINING MACHINERY.
ALDRIDGE and MAYNES, Machinists, 28, Pall Mall, Manchester.

FOR SALE, BY PRIVATE CONTRACT, at PAR CONSOLS,
Par Station, CORNWALL, and close to Par Shipping Harbour,
ONE 80, and ONE 72 in. cylinder PUMPING ENGINE, and BOILERS.
24, 18, and 15 in. WINDING ENGINES and BOILERS.
8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, and 20 in. PUMPS.
H and top-door pieces; plunger poles; rod plates; and a large quantity of
other useful MINING MATERIALS.
Apply to Capt. PUCKEY, St. Blazey, Cornwall.

SECONDHAND MACHINERY ON SALE.
Parties requiring secondhand ENGINES, BOILERS, and MACHINERY
of every description and size, and for all purposes, should apply to FREDERICK
MILLS, Engineering Valuer and Agent, St. Ann's-square, Manchester, who has
the contents of several engineering concerns for disposal (piecemeal).
Particulars in "Monthly Register," free by post.

ANGLO-AUSTRALIAN GOLD MINING COMPANY
(LIMITED).
Notice is hereby given, that the FIRST ANNUAL ORDINARY GENERAL
MEETING of the shareholders in the Anglo-Australian Gold Mining Company
(Limited) will be HELD at the office of the said company, No. 8, Austinfriars,
London, on WEDNESDAY, the 22nd day of March inst., at One o'clock
precisely.
By order of the Board,
J. H. MURCHISON, London Manager.
8, Austinfriars, London, 7th March, 1871.

HOLYFIELD LEAD MINING COMPANY
(LIMITED).
Registered Office, 60, English-street, Carlisle.
APPLICATIONS are INVITED for the REMAINING SHARES unsold to the
shareholders, as authorised to be offered to the public at the Annual Meeting of
shareholders, held on the 21st ult.
The balance-sheet, reports, &c., and full particulars, can be had by applying
to the Secretary, at the above offices.
By order of the Board, R. PERCY ROBERTS, Secretary.

THE LONDON AND PROVINCIAL INVESTORS' SHARE
EXCHANGE (POWELL, DIXON, AND CO.),
28, CHANGE ALLEY, LOMBARD STREET, LONDON, E.C.,
BUY and SELL every description of Stocks and Shares at close market price
net. Investors and capitalists should read the "Share Exchange Times,"
published by P. D. and Co. at the above offices. It contains special informa-
tion upon Van and other leading mines.
Read our remarks on page 216 of this day's Journal upon Roman Gravel,
Plymmon, Taquaril, Great Vor, &c.

TO CONTRACTORS.
TO BE LET—THE SINKING OF TWO PITS IN THE MERTHYR VALE,
SITUATED NEAR MERTHYR, GLAMORGANSHIRE.

TO BE LET, BY MESSRS. NIXON, TAYLOR, AND CORY, the
SINKING OF TWO PITS,—each 16 feet in diameter inside of walling and
tubbing, to the bottom of the upper "Four-foot Seam" of Coal.
Estimated at about FOUR HUNDRED YARDS in depth, more or less, from
the surface.
These two pits have already been sunk about 35 yards, and are now in the
solid strata, walled and tubbed, and the water from the surface sand and al-
luvial deposits effectually dammed back.
These pits will be let together, or separately.
Specifications and particulars can be seen on application to Mr. BROWN,
Manager, Navigation Colliery Offices, Mountain Ash, near Aberdare, Glamor-
ganshire; or to Mr. WALTER BELL, Agent, at the Merthyr Vale Colliery Offices.
The company do not bind themselves to accept the lowest, or any tender.

PRESERVED COAL.
TO COLLIERY PROPRIETORS, DIRECTORS OF FOREIGN RAILWAYS,
AND OCEAN STEAM COMPANIES, &c.

MR. WOOD having recently patented a NEW and MORE
ECONOMICAL METHOD of MANUFACTURING his CELEBRATED
PRESERVED COAL BY IMPROVED MACHINERY,
Is PREPARED to TREAT (with Principals only) for the USE of the SAME.
Blackwell, Cardiff, 6th March, 1871.

CANNOCK CHASE COAL BY CANAL AND RAILWAY.
THE COMPANY SEND COAL BY RAILWAY, in trucks, TO
ALL STATIONS, and LOAD CANAL BOATS at their extensive wharves
on the Angles branch of the Birmingham Canal, adjoining the colliery; and
also at Hedgesford Basin, Cannock.
Also SUPPLY best LAYCOCK'S GAREFIELD FOUNDRY COKE, FIRE
BRICKS, and CLAY RETORTS, free on board ship, Tyne Dock, Newcastle-on-
Tyne.
Cannel gas coal, 15,000 feet of gas per ton. Illuminating power of gas in
standard candles, 32½ candles.
For prices, apply to—JOHN N. BROWN,
ANGLESEY CHAMBERS, NEW STREET, BIRMINGHAM.
LONDON OFFICE, 465, NEW OXFORD STREET.

IMPORTANT TO MINE OWNERS AND AGENTS.
WILLOUGHBY BROTHERS' PATENT STEAM ORE
STAMPER will shortly be READY FOR SALE.
Apply, for prices and particulars, to WILLOUGHBY BROTHERS, Foundry,
Redruth; or Central Foundry, Plymouth.

TO LET, an EXTENSIVE FIELD of FIRE-CLAY, of superior
quality, near GLASGOW. Favourably situated for transit and the ma-
nufacturing of fire-clay goods. There is coal of excellent quality in connection
with it.—Analyses will be shown, and further information given, by Mr.
THOMAS MACINDOE, 10, Buchanan-street, Glasgow.

LEAD MINING IN WALES.
WEST RHOSWYDDOL MINE
is situated a FEW MILES from the town of MACHYNLLETH, and is
locally considered to be a PROPERTY of HIGH PROMISE.
Particular interest is attached to the district, amongst which Dyllife,
Rhodswyddol, Cwmbyr, and Cae Conroy are the most noticeable; nearly all the
lodes traversing these setts, and from which their valuable returns of ore are
procured, converge in West Rhodswyddol sett, and at their junctions are ex-
pected to make great deposits of ore.
Messrs. LISCOMBE and CO., Sharebrokers, 39A, South Castle-street, Liver-
pool, STRONGLY RECOMMEND the PURCHASE of these SHARES.

MR. THOMAS CARTER, MINE SHAREDEALER,
CAMBORNE, CORNWALL.
BUSINESS TRANSACTED, at close market prices of the day, in all the
LEADING SHARES.

SAFE AND PROFITABLE INVESTMENTS.
MESSRS. CAMERON AND CO., SHAREBROKERS,
CHESTER, will forward on application IMPORTANT INFORMATION
with regard to TWO MINES which are certain to have a GREAT RISE IN
PRICE in a few months. Messrs. CAMERON and Co. devote special attention
to Mines and Railways; they also effect Purchases and Sales, on the best possible
terms, in Mines, Railways, Insurance, Hotels, Banks, Canals, Steam Ships, &c.;
and every other description of Stocks, whether English, Foreign, or Colonial.
OFFICES: BRIDGE STREET CHAMBERS, CHESTER.

FURZE HILL TIN MINE.
"Too late! too late!" will be the desponding cry of those who delay their
application for shares in this splendid property. Over 4000 shares have already
been applied for. On the 25th of March the LIST will CLOSE. In another
month these shares will be at a good premium; therefore, I say unto "One and
All" that if you hesitate another week your chance of fortune is lost. Be wise
in time. Apply at once.
CHAMPERNOWN.

MENACCANITE is the name given to an oxide of titanium and iron
which was found in the parish of Menaccan, near the Lizard Point,
in Cornwall, many years since, in the state of small black grains.
Recently the same mineral has been discovered in a crystalline state
at Porthalla, which is the first time it has been found in this condi-
tion. This mineral, which promises to be valuable as producing a
superior description of iron, is said to exist in a massive state in
quantity in this locality. At present we are dependent on Norway
for our supply.

EXTENSIVE SEIZURE OF GUNPOWDER.—At the Wigan Borough
Police Court, before Mr. Lamb and other magistrates, Messrs. Wm. Howlett and
Isaiah Booth, iron merchants and powder dealers, trading under the name of
Thompson and Co., were charged with having upon their premises in the Mil-
gate, Wigan, a larger quantity of powder than the 260 lbs. they were allowed to
keep by law as dealers. Inspector Burton examined the premises of the firm by
virtue of a search warrant, and found in a coach house a cart containing 17
100 lbs. barrels, 15 of which he seized. The magistrates, after retiring to con-
sult, decided that an offence had been committed, and fined defendants 1d. per
pound, and the powder to be forfeited. Mr. Peace gave notice of his intention
to apply for a case.

MINES INVESTMENT.—A series of cleverly written notes with re-
ference to the position and prospects of several Welsh and Devon and Cornish
mines is contained in the circular just issued under the title of "Eudean's
Bureau of Selected Mines, a Guide to Bona Fide Investments." In addition to
the mining notes and reports, there is a full page share-list, giving full quo-
tations of British and Foreign Stocks, Railways, Mines, and Commercial and Mi-
cellaneous Companies.

LEAD ORES				
Date.	Mines.	Tons.	Price per ton.	Purchasers.
Feb. 28—	Talacore	8	£12 15 0	A. Eytton.
March 10—	Great Laxey	100	21 10 0	Walker, Parker, & Co.
—	Powell United	39	11 6 0	ditto
—	Cardigan Bay	20	13 1 0	ditto
13—	Glogfawr	50	13 10 6	P. Glover.
—	Frongoch	110	11 12 0	Walker, Parker, & Co.
—	Graiggoch	33	11 10 0	Panther Company.
—	East Darren	50	16 6 0	P. Glover.
—	Goginan	32	15 15 6	Stock and Co.
—	Cwm Erdd	29	15 0 0	Panther Company.
14—	Foxdale	100	25 6 0	Sheldons, Bush, & Co.
—	Stiperstones	80	12 2 6	P. Glover.
16—	Wheel Trelawny ..	44	21 5 6	Stock and Co.

BLENDE.				
Date.	Mine.	Tons.	Price per ton.	Purchasers.
March 3—	Talacore	55	£4 2 0	Vivian and Sons.
13—	Stiperstones	50	3 16 0	Dillwyn and Co.
14—	Talacore	115	3 7 6	Kerriack and Son.
—	ditto	110	3 5 6	Bagillt Smelting Co.

BLACK TIN.				
Date.	Mine.	Tons.	Price p. ton.	Amount.
March 11—	Pedn-an-drea ..	11 9 2 3	£77 0 0	—Carvedras.
14—	Rosewall Hill ..	8 6 2 19	75 0 0	£ 625 0 2

COPPER ORE.				
Date.	Mine.	Tons.	Price per ton.	Purchasers.
March 7—	Caldbeck Fell ..	5	£17 14 6	Bibby, Sons, & Co.
—	ditto	11½	7 1 6	ditto

* * The Ticketings Papers of the last Cornish and Swansea Sales of Ores appear
in the Supplement to this week's Journal.

Notices to Correspondents.

• Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be filed on receipt: it then forms an accumulating useful work of reference.

EMPLOYMENT OF CHILDREN IN MINES.—The letter of your correspondent in the Tyne and Wear district, published in last week's Journal, confirmed an opinion I have frequently heard expressed among those interested in colliery workings—that boys are no use in mines if they are to be part of their time at school. As soon as a boy begins to earn any money it is quite useless to attempt to keep him at school, for he learns nothing if he goes there. Better to keep him out of the mines altogether until he is 11 or 12, and then leave him without restriction. —R. C.

WAVE POWER.—Can any reader of the Journal state whether either of the propositions which have been made for utilizing the power of waves has been actually tried, and if so, where it can be seen in operation, and what is the average expense of construction calculated at (say) per horse-power per hour? —PROGRESS.

Could any of your correspondents inform me what is the flux used in blast-furnaces in the hematite districts, and what proportion to ore used? —J. W. B.

COLLIERY MANAGEMENT.—"R. M." (Southampton).—The best work on the subject that you could send to a man of the class you mention—an overman with plenty of energy and perseverance—is that by Jonathan Hyslop. There is plenty of general information in it that would be quite as valuable in Pennsylvania as in this country; and even the few pages that refer to local matters would give many useful hints. We can forward you a copy on receipt of 10s. by post.

COPPER AND COPPER ORES.—"Constan."—The price paid for fine copper in the ore at Swansea on March 7 was 65s. 4s. per ton, or 12s. 2d. per unit, whilst the price paid at Redruth was 60s. 16s. 6d. for fine copper, or 13s. 1d. per unit—the difference being, as "Constan" states, 4s. 7s. 6d. per ton of fine copper, or 11d. per unit. The reason is obvious—at Swansea the produce was 22½% at Redruth it was 7; therefore, there would be but 4½ tons of Swansea ore to smelt to get 1 ton of copper, and nearly 14½ tons of the Redruth ore. It costs about the same to smelt 1 ton of ore whatever may be the quantity of copper contained in it.

ROSE AND CHIVERTON.—Can anyone give me some reliable information respecting this property? What are the prospects of its becoming remunerative; and is it under good management? —SHAREHOLDER.

ECLIPSE (Gold).—Allow me to call the attention of your readers to the report of this mine, which appeared in the Journal of March 4. It must, indeed, be a source of great pleasure for the shareholders to see the rapid progress this mine is making. I would strongly advise them to see the rich samples received a few weeks back at the office, and to study the report of Feb. 2; I feel they will then be but little inclined to part with their shares when such brilliant prospects loom in the future. —B. W. F.

PEN-ALLT (Silver-Lead).—I wish some of the influential shareholders would impress upon the directors the necessity of sending to your valuable Journal the reports received from time to time. I have recently heard very favourable accounts, but with others look in vain for the same in the Journal. —A SHAREHOLDER.

NORTH TREBURGETT (late Tregardeok).—In the Supplement to the Journal of March 4 I saw an article written by Mr. Albert Smith, on the prospects of mines in the North of Cornwall, among which the writer refers to the above mine; and after speaking very favourably of the property, he settles down by stating "the agent has lost his dial, and holed out to the sea in driving his level." I am a large shareholder in this mine, but have not time by this post to send you particulars. I hope, however (with your permission) to reply to some of his remarks in your paper next week. —A SHAREHOLDER.

SALES OF LEAD ORE.—The 12 tons of ore alluded to, as in last week's Ticketing, were sold from a small mine on Halkin or Holywell Mountain, which the company now call the "Ashton Mine." It is a small concern, that went by some other name until lately. This is not the only mine that has had its name changed in this neighbourhood of late years—for instance, Long Rake to New Westminster, and Bryn Gwlog to West Pant-y-Go.

SURE DEALING.—We never interfere in the sale or purchase of shares; neither do we recommend any particular mine for investment or speculation, or broker through whom business should be transacted. The addresses of most of the latter appear in our advertising columns.

THE MINING JOURNAL,

Railway and Commercial Gazette.

LONDON, MARCH 18, 1871.

COLLIERY VENTILATION.

No part of our duty is more gratifying than that of calling attention to evidences of progress in mining science, or to indications of the growing care in any of the colliery districts in this kingdom. It is no discredit to some fields that in neither of these respects do they bear favourable comparison with certain others. For instance, surprise should not be expressed that whilst in South Durham the death rate should be one life lost to every 197,924 tons of coal raised, in South Staffordshire and Worcestershire the rate should be one life to every 100,076 tons; for whilst the 30,805 coal miners, as per last census, were employed in the 163 collieries in the former district, the 25,235 miners in the latter were earning their bread in 550 collieries. Truly an amount of discipline prevails in South Durham which is not to be found in South Staffordshire; still the extent of the separate collieries leads to facilities in this respect which cannot be looked for where the takings are unexceptionably numerous, and frequently of very small extent. The same reason should account for the existence in the northern county of that engineering skill which is not the rule in Staffordshire. If in the last-mentioned district the fuel should be won under a state of things which is not applicable to Durham, only that is occurring which must be looked for as the reasonable outcome of the surrounding circumstances. We are not, therefore, of those who deem it their duty to be evermore pointing to the Black Country as the seat of everything unintelligent and unscientific. If in its death rate it is to be measured by the ten inspection districts in England and Wales, then it has four districts beneath it, notwithstanding that the number of collieries is nearly a hundred over those in either one of the other districts in the whole kingdom. The truth is that South Staffordshire and Worcestershire comprise a district whose natural face is not so black as it is often represented to be. And it continues its advancement. Alike in the older portions of it and in the newer there are mining appliances in use and there is mining skill displayed such as would do credit to any district; and as the smaller mines become worked out, and the larger—as at Cannock Chase—extend, then the test of the quantity of coal got per life lost will be more and more favourable year by year. The volcanic influence to which South Staffordshire, in the early history of our planet, was subjected has so honeycombed the place that small holdings became the natural result; but these disarranging influences have not been in so active operation in the newer portion of the field. Hence scope has been found in the Hedsford and Cannock Chase localities for the employment of plant and professional knowledge of a character that would hardly find profitable employment outside the extensive properties owned by the Earl of Dudley. Such plant and such skill so employed, have been attended with the results anticipated; and in proportion as they can be brought into use, in the same proportion will the district show favourably at the annual stock-taking by the Government Mines Inspectors. The progress of South Staffordshire in the last ten years has been very decided. That progress is summarised by a well-informed correspondent, whose communication appears elsewhere. He says that from 1850 to 1860 inclusive the annual average death rate for the ten years was 162.5; but that during the subsequent nine years—that is up to 1869 inclusive—the annual average death rate has been 110.8, thus showing a diminution of about 52 lives annually. And as indicative of the continuance of the steady progress in life-saving which has set in, he intimates, apparently upon authority, that the returns for the year just ended, but which have not yet been made public, will show a still further diminution of the death rate.

This is very gratifying. Yet the other circumstances to which attention is drawn by the same correspondent are not of such a satisfactory character, in so far as they relate to what is being done underground in two at least of the collieries in the South Staffordshire district. After what we have just written upon that, one of the oldest of our coal basins, we have, we think, earned a right to speak of what may seem to us to be unprogressive features, without being charged with other than the most friendly feelings towards it. This Journal has no pet district; no pet theory; no pet crotchets. It aims at recording everything relating to the science of mining, and affecting the everyday life of miners, whether employers or employed, that may seem to us to be of interest to our numerous readers. It has a

further object: it desires so to use its influence as that in some small degree it may contribute to the material and the professional progress of the mineral and metal industries, and of all who are peculiarly interested therein. With this object not only are our columns furnished with matter emanating from our own contributors; they are likewise open to the suggestions, and the comments upon such matters, of correspondents themselves personally interested in the topics of debate. Thus our many-sidedness and our impartiality are, we think, demonstrated, together with the uninterested character of our motives, when we have to say that which may not be altogether praise.

The Government Inspector for South Staffordshire appears to have deemed himself called upon to take action against certain colliery officials in this district, whom he believed to be responsible under the terms of the Inspection Act for consequences which contributed to the death of two young miners, each in a separate colliery, and upon different occasions; and he instituted against those officials the magisterial proceedings which the Act provides. There have been submitted to us the plans used before the magistrates, roughly describing the character of the workings in respect of their ventilation, in or about which the deaths occurred, each of them through the inhalation of carbonic acid. Our examination of those plans, and of the evidence tendered before the justices, has induced us to arrive at the conclusion that the Government Inspector did no more than his duty—that to have done less would have been to neglect his duty. As will have been inferred from what we said at starting, we believe in the mining progress of South Staffordshire. No little regret is, therefore, experienced by us when we perceive evidences which indicate the absence of a recognition of those principles of ventilation, even on the small scale which the proceedings in question embrace, that should influence the operations of all persons who have the control of this vastly important part of colliery management. Mr. LIONEL BROUGH, writing at the close of Feb., 1869, upon the comparative freedom during the previous year of the South-Western district, of which he has the charge, from fatality by carburetted hydrogen, said:—

"Notwithstanding this good result, we must continue to be unrelaxing, and leave no exertion unattempted, either legal or technical, to fight against this scourge to the coal miner."

They are not dissimilar terms which we would employ in pressing upon everyone having superior authority in the management of the collieries in South Staffordshire the importance of urging forward the tide of progress which has, undoubtedly, set in thereabout, notwithstanding that here and there are little bays and creeks which yet require to be swept by the invigorating and stimulating influences of the advancing current. This, however, is no more than was to be fairly looked for in such a district; and, as we expected would be the case, we do not find in the list of witnesses called to support a practice which ought not to exist names that we recognise as those of mining engineers who are now doing not a little to bring the district up to the position which it promises by-and-by to attain—a position Government inspection will, no doubt, have assisted to bring about.

MINERAL AND METAL STATISTICS.

Even as last week we coincided with a Northern correspondent in desiring that no change should be made in the appointment, so now we express our concurrence in the spirit of the resolution which last week was come to in the West, where the Cornish miners "carried unanimously" a motion "for continuing the services of Mr. ROBERT HUNT, F.R.S., to prepare the Mineral Statistics which he has so ably collected and completed for nearly a quarter of a century." The abandoning of such a work as that which Mr. HUNT is doing so thoroughly would be the committing of the gravest possible economic mistake by any Government whatsoever who should attempt it. But are not our friends in Cornwall and elsewhere, who seem to think that an end is about to be put to the services of the Keeper of Mining Records, premature in their conclusions? Upon reflection we think that it will be found that the 43d section of the proposed new Mines Regulation Bill, even if it should be passed, does not at all imply such an issue. The section, after requiring that in every January the owner or agent of every mine shall send to the Secretary of State, on forms supplied by the Home Office, a return to the close of the previous month of the average number of persons aged from 10 to 13, from 13 to 16, and from 16 upwards who have been employed in the mine in that year, adds:—"And the average quantity of material wrought in such mine."

This requirement is simply making compulsory what is now taking place very generally without an enactment. Equally, upon forms supplied by the Home Office, the mines amenable to Government inspection have been asked from year to year to supply this information as to materials got, and the information has, with few exceptions, been regularly forthcoming. The applications of the Home Secretary have been distributed by the Inspectors for the several districts, and to them the forms filled up have been returned. Under the new Act the returns are likewise to be sent, in every district having an Inspector, to the Inspector for that district. "On behalf of the Secretary of State." It may be enquired, "Why go to the trouble of burdening an Act with a provision for that which you are getting without the compulsion?" To this the response might be, "Why not? Is it not much better, if the information sought be valuable, to take those steps which will secure that it is furnished?" Only a day or two since it was being prominently remarked that "One of the greatest difficulties experienced by statisticians in England is a certain repugnance on the part of the people to furnish information the destined use of which they cannot comprehend." That repugnance is here and there operating, in a few cases, in respect of the coal and iron mining industries of this kingdom. The instances are exceptional, but they exist. English farmers are to be found who cannot believe that "an excise-man is sent down to find out the acreage of his corn crops, his green crops, and his meadow land, to enumerate his horses, his cattle, and his sheep, without some design of a new tax in the background." Nor can a few colliery managers assure themselves that the returns asked for by the Home Secretary, through the Inspectors, are not ultimately placed at the service of the Commissioners of Income Tax. That the returns are not covertly used we have the fullest belief. To inspire the person from whom the information is sought with confidence as to the impartial use to which the figures required by the new Act shall be put, there is this cause in the section:—

"The Secretary of State may publish the aggregate results of such returns with respect to any particular county or Inspector's district, but the individual return shall not be published; and no person, except an Inspector or Secretary of State, shall be entitled to see the same."

Such a provision should have the designed effect where such an effect is needed. As the suspicions of the farmers have led to some of the agricultural statistics with which Mr. FENBLANCHE has had to deal being given in a fragmentary form, and in some others to those statistics being obviously untrustworthy, so the suspicions of the few have occasionally led to individual returns from our coal and iron mines being of the same character when they have reached the hands of the Inspectors. We repeat that they have been exceptional, and of that class which enabled a tolerably accurate computation to be made by the Inspectors of what the correct return should have been. Thus the returns as ultimately published by the Home Office, in the summary accompanying the annual reports of the Mines Inspectors, have been as accurate as could be fairly looked for, and we do not think that after the practice of making returns has become compulsory the difference will be marked. Nevertheless, it cannot, we think, be otherwise than desirable that they should be compulsory, for it is easy to see how the returns may be defective under certain circumstances, so long as they are left to the option of the people, who alone are able to render them, although in practice hitherto no such difficulty has been experienced. If with reference to these returns, whether voluntarily or compulsorily made, *qui bono* be the inquiry, the reply is, good in every way; it enables the Inspectors to show with accuracy what is the quantity of coal raised in the districts which they severally superintend, to show the "tons of coal raised per life lost," the "tons of coal raised per separate fatal accident," and the like; and thus, after the separate districts have been able to compare themselves by one another, they are enabled to compare themselves separately by the average of the whole. At the same time the trade and the nation learn what is the total output of all the collieries, and the quantities produced in the in-

spection districts severally. Without the returns the reports of the Inspectors would be void of much of their practical worth. But why discuss the point. The trade, by the readiness with which they furnish the information, show that they regard the tables to which it contributes as valuable; and, further, that they have no objection to supply it. If they had an objection it would be a pity. That there should be a few who hesitate unreservedly to follow the course which the vast majority pursue is only exception enough to prove the rule. The coal and iron trade we may, therefore, confidently anticipate will, when they understand it, offer no obstacle to the passing of section 43 of the Mines Regulation Act now before the House of Commons.

With as much regret as they would see the Inspectors' reports shorn of this valuable portion of their contents, they would learn that it was not to be found in the "Mineral Statistics of the United Kingdom," which year by year are prepared by Mr. ROBERT HUNT, and that in the form of one of the Memoirs of the Geological Survey of Great Britain is published "by order of the Lords Commissioners of her Majesty's Treasury." The immense mass of almost priceless information upon the winning and the distribution of our minerals and metals, their owners and their values, the country would never submit to do without. Every year the "Mineral Statistics" are made more comprehensive, and are otherwise enhanced in value; and, as we last week remarked, they are looked for with growing interest. We know that when it was begun to collect the returns which the Inspectors of Mines and the Keeper of Mining Records publish in common, there was a little demurring in a few quarters throughout our colliery districts to returns being sought in two quarters; but no such complaints, so far as we know, are now finding expression. The returns must be prepared at the collieries, and we do not think that, considering the great worth of their possession in a completed form, together with the conclusions separately deduced from them, that any mining manager—and let it be remembered that only coal and ironstone pits are affected in this matter of duplicate returns—will object to the very little labour being undertaken by one of his office clerks which the copying of the figures will involve. We must have the coal and ironstone returns in the Government Inspectors' reports, and we cannot do without them in the "Mineral Statistics."

COAL IN FRANCE.

Some years since the French appeared disposed to make an effort to greatly reduce the consumption of English coal in France, but circumstances seem to have frustrated all attempts of this kind, and in 1870 more English coal than ever was being used by the French. During the last 50 years the importation of our black diamonds into France would seem to have moved on as follows:—

Year.	Tons.	Year.	Tons.
1820	25,119	1850	602,410
1830	51,129	1860	1,352,062
1840	381,774	1870	2,032,224

In the ten years ending with 1860 inclusive the increase in the consumption was 749,652 tons; comparing 1870 with 1860 the corresponding increase was 730,162 tons. The rate of progress has thus scarcely diminished during the last decade, and it would probably have even been accelerated but for the well-nigh unprecedented misfortunes which befell France during the last four months of 1870. The fact is that it is utterly impossible for the French to do without our coal. There may have been many grave objections to the *regime* of NAPOLEON III.; but, at any rate, the fallen Emperor secured to France 18 years of industrial development, and as French coal mining did not keep pace in that period with the general progress of steam-implemented industries, the French have been compelled, by the force of circumstances, to have recourse more and more to English coal.

As regards the future, the French demand for our coal seems likely to increase rather than otherwise. For the time being, no doubt, it is checked, the imports into France of English coal having been only 260,590 tons in the first two months of this year, while in the corresponding period of 1870 they were 380,704 tons, and 329,955 tons in the corresponding period of 1869. But commencing with March, 1871, we may expect to witness some revival in French industry; and the large importations of Prussian coal which have taken place of late years seem likely to be greatly curtailed, until the feeling of hatred with which the French regard everything German diminishes in intensity. It is noticeable that while only 105,677 tons of English coal were imported into France in January, this year, the total rose in February to 154,913 tons, and the figures for the current month promise also to be large. So long as a large body of German troops remain, as they propose to remain, upon the soil of France, and so long as France groans under the financial burthens and the sense of humiliation resulting from German victory, so long will German manufactures and productions be more or less rigidly tabooed in France; and although the French will doubtless import Belgian coal on a large scale, they must also use heavy quantities of English.

There is, however, one phase of the coal question in France which we must not omit to notice. There seems little doubt that a great reduction will be made in the French national navy, or the republican navy, or whatever one may please to call it. The navy created with so much labour and expense by the late Government of France proved of little or no service during the war of 1870-1; and the heavy new financial burthens which France has now to sustain have rendered all practicable reductions in the national expenditure imperatively necessary. If a number of French ships of war are laid up in ordinary, the consumption of coal for national naval purposes will, of course, be much curtailed; and this is a consideration which is necessarily of some importance. On the other hand, if pacific ideas should really acquire a firm hold upon the French mind, a corresponding impetus will be given to industrial enterprises of all kinds, and the reduction in the consumption of coal occasioned by its diminished use in the national navy would soon be more than made good.

That the events of the last eight terrible months have made a deep impression upon some of the ablest French minds is evident from an article published, with a semi-authoritative impress, in the *Journal Officiel*. The writer of this article argues, truly enough, that France is now passing through one of the most cruel trials which can possibly afflict a nation, and that she can only save herself by her own good sense, her industry, and her firm resolve to have done with weaknesses and chimeras. He further urges that France can only obtain resources in credit, and that this credit can only be secured by means of economy, wisdom, and good conduct. This is excellent advice, and we trust it will not be without its effect. For our part, we do not yet despair of France. By reducing the annual naval and military expenditure to the extent of 10,000,000*l.*, and by avoiding court expenses and cutting down official salaries, it is calculated that the actual load of new taxation which France will have to sustain will not exceed 6,000,000*l.* per annum, even when all the indemnities and expenses of the war are paid and disposed of. Well, the full utilisation of the dormant coal wealth of France would soon make good this sum, heavy as it is. The development of steam-power in France is very considerable, and the accumulated wealth of the nation is great. The French also possess a large measure of inventive genius, and have never, as a nation, shown any lack of industry. With the aid of coal—the great modern industrial agent—the French nation may yet regain its former greatness, and even its former splendour. Even its present trials may prove the germs of its future prosperity.

THE EXPORT COAL TRADE.—Notwithstanding the check in the shipments of coal to France, the export coal trade presented considerable animation in February. Thus we sent abroad in that month 718,417 tons of coal, coke, manufactured fuel, &c., as compared with 653,309 tons in February, 1870, and 673,668 tons in February, 1869. In these totals the exports to France figured for 154,913 tons, 189,425 tons, and 160,977 tons respectively. In the two months ending February 28, this year our coal exports amounted to 1,278,107 tons (260,590 tons to France), against 1,411,923 tons in the corresponding period of 1870 (380,704 tons to France), and 1,308,636 tons in the corresponding period of 1869 (329,955 tons to France). The troubles of our best customer thus left a decided impression upon the returns, but the exports to France may now be expected to revive. Our coal exports have increased this year to Russia, Italy, Holland, Brazil, and British India; but they have decreased to Sweden, Denmark, Germany, France, Spain, &c. The value of the coal exported

In February was 361,635, against 321,881, in February, 1870, and 338,858, in February, 1869; and in the two months ending Feb. 28, this year 642,306, against 691,388, in the corresponding period of 1870, and 661,479, in the corresponding period of 1869.

RAILWAY IRON IN THE UNITED STATES.

The great importance of the United States as a market for British railway iron is forcibly reflected in the fact that while the whole exports of this description of iron from the United Kingdom last year were 1,060,123 tons, the United States alone took 421,788 tons. The consumption of British railway iron in the American Republic would also seem to be still increasing, as while we sent the Americans 268,000 tons in 1868, the total rose in 1869 to 299,196 tons, and last year, as already indicated, to 421,788 tons. This result is rendered all the more remarkable by the fact that while the demand for our railway iron in the United States has thus been greatly and rapidly extending, the Americans themselves have been making very great efforts to produce more rails and other iron themselves, so as to become independent of foreign supplies. The only explanation to be found for this state of affairs is the remarkable impulse which has been given to the work of railway development in the United States since the close of the civil war, and especially since 1863.

The United States now contrive to build somewhere between 5000 and 6000 miles of new railroad every year. It is true that an American railroad is a lighter and less enduring affair than an English line; still, it absorbs a certain quantity of railway iron, however economically it may be carried out. The largest increase has taken place in the States of Illinois, Iowa, Missouri, and Kansas, where railroad construction has been stimulated to the utmost by town and county subscriptions, in the form of bonds. In Alabama and Georgia State subsidies have been granted. But, nevertheless, the American railway interest does not appear to be quite satisfied with the progress made after all in the work of construction. But for the outbreak of war in Europe—of course, Erie and Atlantic and Great Western disappointments have had nothing to do with the matter!—which closed European markets against American railway bonds, it is actually affirmed that at least 10,000 miles of new lines would have been completed in the United States in 1870. But surely the progress made last year was rapid enough in all conscience. Even if America could make 10,000 miles of railroad in any one year, she could not guarantee the profitable utilisation of the new lines at the same marvellously rapid rate.

Most of the American lines have only a single set of metals, and to secure a tolerably free passage of trains a larger extent than usual of turnouts, sidings, &c., have to be provided. It is calculated that while the length of workable railway in the United States at the close of last year did not exceed 54,435 miles, the length of railway existing, including double "tracks" and sidings, was not less than 73,487 miles. To this extent of iron way must be added about 5000 miles of city passenger railroads, about one-half of which are double tracked; so that altogether the Americans claim to have had at work at the close of last year 80,000 miles of "equivalent single track." It is clear, then, that the maintenance of old American lines must absorb almost as much railway iron as the construction of new ones. Year by year additional sidings have to be constructed, and as the single tracked lines are necessarily a good deal worn a great quantity of rails, &c., have to be devoted to their renewal.

Vast as is the extent of railway already constructed in the United States, the railway engineers and contractors of America are still pressing forward, and carrying out new lines in all directions. No sooner has the great Pacific line been carried through than a Northern Pacific line has been projected, and is in steady course of execution. The Northern Pacific is, indeed, being carried out with such expedition that it is expected to be completed early in 1873. The rails are being laid at the rate of two miles per day, and the engineers are busily engaged in "locating" the line through the vast territory known as Dacotah. The line will accommodate an immense tract of land, sufficient to make twenty States, as it will pass through the richest portions of Minnesota, Dacotah, Montana, Idaho, Oregon, and Washington Territory, to Puget Sound and the Pacific Ocean. Other almost equally great and striking enterprises are in course of development and execution, and there seems every probability that the Americans will continue to consume British railway iron upon a very large scale. In January this year they imported 28,264 tons, against 24,610 tons in January, 1870, and 20,421 tons in January, 1869, so that the new year may be said to have opened well, and now that German immigration into the United States is beginning to revive American railway enterprise may receive a still further impetus.

THE COAL TRADE IN NOVA SCOTIA.

The following relates to the effects to be anticipated on the interests of Nova Scotia by the abolition by the United States of the duty on coal:—

"Sir.—The total abolition of the 5s. per ton of 2000 lbs. duty upon coal imported into the United States opens a bright era for Her Majesty's province of Nova Scotia.

Prior to the abrogation of the Reciprocity Treaty between Canada and the United States, Nova Scotia raised and sold over 65,000 tons of coal per annum, 65 per cent. of which were sent to New York and the Eastern States, with very profitable results to mine owners.

After the duty was imposed the returns fell off 200,000 tons, 40 per cent. only of which went to the Northern States, and at a small margin of profit to proprietors.

A hopeful sign, however, was the rapidly increased demand for home consumption, amounting to over 50,000 tons per annum, and the consequent opening of several new mines.

Meanwhile, however, by strikes and trade combinations, New York and the Eastern States were compelled to pay enormous prices for this necessary article, until during the past winter, when 4s. sterling per ton became the market price, in self-preservation from such an onerous tax, the duty was abolished by an overwhelming majority in the Legislature.

All that Nova Scotia now requires are shipping facilities from the coal mines to good harbours, a desideratum in every part about to be accomplished by the construction of a railway from Cow Bay to Sydney Harbour, by the Glasgow and Cape Breton (Nova Scotia Coal and Railway Company (Limited) lately subscribed for on the London market.

Irreclaimable coal fields, cheap living, and an exceedingly healthy climate offer great inducements to our skilled miners; while, at the same time, the shipping interests of the most important maritime province of British America will be most materially increased by the late enactment.

F. N. GIBBONS,
Government Agent for the Mines and Minerals of Nova Scotia, London.
West Strand, March 15.

COLLIERY ACCIDENT RELIEF FUNDS.—The annual accounts of the Hartley Colliery Relief Fund, and of the Ferndale Colliery Explosion (1867) Relief Fund, have just been issued. The Hartley accounts show that the total expenditure during the year has been 3222, 6s. 11d., of which the representatives of the sufferers by the accident received 3057, 17s. 5d. The balance still in hand is 43,558, 8s. 7d. There are 42 widows, 137 children of widows, 27 adults, and 2 children of adults—208 in all receiving relief.—The Ferndale Colliery Explosion accounts show that of the 18,782, 6s. 6d. received from all sources, 12,245, 5s. 11d. remains unexpended. The claimants remaining on March 6 were—34 widows (original number 70), of ages varying from 22 to 59 years, who receive relief at the rate of 8s. per week; 25 adult dependents (original number 39), of ages varying from 21 to 89 years, who receive from 2s. 6d. to 5s. per week; and 110 children (original number 167), of whom 8 have lost both parents, receiving from 1s. 6d. to 2s. 6d. per week.

THE SOUTH WALES NARROW GAUGE RAILWAY.—The decision come to by the Great Western Railway Company's directors, to lay down the narrow gauge from Didcot to Milford Haven, in order to give the South Wales colliery owners the benefit of direct communication with the metropolis, is creating a good deal of interest and speculation as to the results. Whatever may be the results of this important step, one thing is certain, the South Wales colliery owners are not fairly represented in the London market, although the coal field is amongst the nearest to London. The quantity of coal conveyed during the past two years compared with other coal fields; and if we take the produce of South Wales, and the quantity carried to London by the Great Western, we shall see the results. In 1865 the produce of the district was 8,959,500 tons, and the company only conveyed 442,450 tons to the metropolis. Again, in 1869, the produce was 9,179,600 tons, and the carriage only 445,589 tons, or a mere trifle of the coal raised. A direct communication, it is believed, would yield the company something like 2000, per week in mineral traffic alone. A direct communication is, no doubt, of great importance in itself, and a striking fact may be noted

with regard to the Midland coal traffic and the opening of that company's line to St. Pancras, during the year 1869. In 1868 the produce of coal in Derbyshire was 4,957,879 tons. The Midland in that year only carried 183,701; but in 1869, when the quantity raised in Derbyshire was 5,460,000 tons, the same company carried not less than 759,933 tons of coal, or more than the entire quantity carried by the Great Eastern and Great Western during the year 1868. Although the progress made by the Great Western during the past twelve years has been great, having risen from 51,880 tons in 1859 to 470,532 tons in 1870, it has fallen far short of what it ought to be. In the year 1859 there were 238 collieries at work in South Wales, and in 1869 there were only 315, or an increase of 27. The above facts point out the importance of the step about to be taken by the directors of the company, after some ten years' deliberation.

REPORT FROM SCOTLAND.

March 15.—Since last report the price of Pig-Iron has steadily advanced—slowly at first, so long as the market was in the hands of dealers; but on Monday a speculative impulse was given to prices, and in the forenoon of Tuesday an episode of a slight panic was introduced, when for some time "warrants" could not be had even at the advanced price then ruling—53s. 7d. cash and 53s. 10d. one month. This, however, was only the result of some operators who were evidently in for a rise, but who afterwards allowed prices to decline to 53s. 3d. cash and 53s. 6d. one month. The market favoured speculation to this extent, that pig-iron cannot generally be made for the quotation now current, and the restoration of peace, and the cessation of the strike amongst the workers in malleable iron, strengthen the surmise that the demand for iron will be very great during the current year. The shipments for the week are also very favourable, being 13,466 tons, against 9875 tons in the corresponding week last year. This reduces the decrease on the shipments of the year to 3985 tons; and the imports from Middlesbrough also show a decrease on the year of 2734 tons. To-day a good business was done in a steady market, at 53s. 4d. to 53s. 4½d. cash, and 53s. 7d. to 53s. 8d. one month, closing buyers 53s. 4d. cash, and 53s. 7½d. one month; sellers 1d. per ton higher. No. 1, g.m.b., 53s. 6½d.; No. 3, 52s. 4½d. Makers' iron—Coltness, 62s. 6d.; Gartsherrie, 61s. 6d.; Shotts an Summerlee, 60s.; Langloan, 57s. 6d.; Eglington (at Ardrossan), 54s.—all No. 1 brand.

Malleable Iron—on account of the cessation of work by the strike—is in great demand, and while small parcels have had to be ordered south in order to complete shipments, or to keep our iron shipbuilders going, the great portion of the work has been retained by makers in this neighbourhood. The millmen, though their "leaders," have once again signified their willingness to commence work, and in some instances have actually begun on the masters' terms—the puddlers hanging fire a little, but they are not likely to remain long behind. There is, however, a slight want of confidence in the men on the part of the employers, and they have saved themselves against any breach of fidelity by intimating that "the men may resume work on the masters' terms, on one day's notice to leave." We trust no hitch will be interposed to prevent the establishment of good feeling between employers and employed—the latter standing on strike, as was pointed out to the men by Mr. Kane for the ludicrous sum of 2d. a ton! such a sum as would not amount to a week's pay in twelve months. The quotations for malleable iron are as last reported in the meantime, but whether the advance in the raw material may necessitate a change in the quotation is not yet decided. The Pipe Trade is very busy, and ironfounders are all well employed. Marine and other engineers are also doing a large business, very considerable shipments of machinery having taken place to various foreign ports, and others are in hand. The quantity of manufactured iron exported from the ports of Glasgow and Greenock, as certified by the Customs, for the past week, was—bar, 225 tons; rod, 46½ tons; sheet, 2½ tons; tubes, value 20½; chains, value 20½; rivets, value 150½; nails, value 65½; galvanised, 131½ tons and 345½ value; cast manufactures, 297½ tons and 745½ value; cast pipes, 200 tons and 211½ value.

The Coal Trade is quieter again, but it is expected that with the spring shipments, and the resumption of business in the malleable ironworks, the stocks will be pretty well cleared off in the course of the next six or eight weeks. The shipments, which are about an average, foreign and coastwise, reach the total of 28,377 tons, against 28,575 tons in the corresponding week of 1870. Colliers are quiet, and fully employed, but coalmasters are going into stock. The negotiations of the Caledonian Railway Company for the purchase of the rolling-stock of the coalmasters are progressing favourably, but will take longer to complete than was at first expected.

Shipbuilding on the Clyde, with the return of suitable weather and abundance of material, is very brisk, and a number of large vessels are very far forward, and a number have been launched since last report, of which we notice an iron screw-steamer of 2700 tons, and 400-horse-power nominal, for the Steam Navigation Company. This is the first of four vessels intended for the trade between Holland and Java. This vessel was named the Willem III., and will have first-class accommodation for two classes of passengers. Also a paddle-steamer, of 500 tons, for the Submarine Telegraph Company, named the Lady Carmichael. This steamer is to be employed in laying and picking up the cables of the company.

REPORT FROM NORTH AND SOUTH STAFFORDSHIRE.

March 16.—The Iron Trade of this part of the country presents no decided change. There is a steady flow of orders, but they are not, as a rule, of large amount, and the trade is only moderately good, or rather is quiet, without being really depressed. The works in North Staffordshire seem better employed than in the South. The great rail-making districts appear to be feeling the improvement in the trade more distinctly than Staffordshire, which is usually the case, but Staffordshire of late years has had to wait for the stream to fill up the other districts before it overflows into these districts. There is, however, a more hopeful feeling since the definitive settlement of the Black Sea question; and it is supposed that the 12,000,000, will now be readily raised, and that a considerable part of it will be spent in paying for rails and railway plant. Pig-iron quotations are—For native all-mine hot-blast, 34, 12s. 6d. to 37, 17s. 6d.; cold ditto, 44, 10s.; cinder pig, 22, 12s. 6d. to 31. In finished iron the only activity observable just now is in wire-iron, best plates, and cartridge metal. Galvanising ironwork is in rather better demand for export, and the increased animation of sundry local manufacturers causes an improved enquiry for bars, rail-roads, sheets, and gas strip. Pig for foundry purposes is in good request, most of the ironfounders in this district being now well engaged. The hardware branches are moderately good; and, on the whole, South Staffordshire and Birmingham have just now no great cause for complaint.

WATER IN THE COLLIERIES.—Both divisions of Staffordshire have for some time past been impeded in their colliery advancement by reason of water in the mines. The Government Inspectors in each place have not been unkind of the losses, and they have called meetings of colliery owners in their respective districts—not, however, as has already been made known in our columns, with marked success. Certain of the colliery proprietors in South Staffordshire, however, are now taking the matter in hand earnestly, so far as it relates to their immediate district. An influential meeting of the owners of colliery property entirely or partly drowned out, in the Rowley district, has just been held at Old Hill, where they have come to the determination to erect a new and extensive pumping-engine, which, when at work, will drain a considerable extent of property, the cost to be borne pro rata. Other neighbourhoods, however, in the same division of Staffordshire, yet remain in a serious condition, from the quantity of water lodged in the mines, and notably that of Kingswinford. Now that the proprietors at Rowley have come to an arrangement, it may be expected that encouragement has thereby been given to the making of similar arrangements at Kingswinford and in North Staffordshire.

THE LYCETT COLLIERY EXPLOSION.—The adjourned inquest on the bodies of the nine men killed by the explosion at the Lycett Colliery, near Newcastle-under-Lyme, was held before Mr. Booth, coroner, on Thursday. The inquest had been adjourned in consequence of John Crookes, who was seriously injured, not being able to attend sooner. It had been alleged that Crookes had properly fired a shot, which caused the explosion. Crookes now positively denied this. Mr. R. H. Wynne, mining engineer, said he examined the pit the day after the explosion, and was convinced there had been a shot fired. The verdict of the jury was that the explosion was caused by the shot being fired by Crookes, but that he was not specially to blame, as the rule relating to the firing of shots in the pit had not been enforced. The jury recommended that the "thirlings" be driven up closer in future. It had been alleged that Crookes had said the verdict of the jury had been anticipated, men having been employed in driving up the thirlings, and orders having been given to keep them as close up as possible.

The Dudley Correspondent of the Wolverhampton Chronicle writes:—There continues a fair demand for pig-iron, but prices are hardly so firm as they were. Hot-blast made from the argillaceous mines of South Staffordshire are realising from 31, 12s. 6d. to 37, 17s. 6d., according to the brand, and cold-blast 41, 10s. per ton. Cinder pigs are quoted from 22, 12s. 6d. to 31. These prices depend upon whether or not they are made from top or fine cinder, or from part cinder, and part mine. The coal market keeps buoyant, and a large quantity

is still being sent off by rail, and also by canal. The requirements for household purposes have somewhat diminished, but for works purposes there is a good demand. The Mines Regulation Bill, now before Parliament, is meeting with considerable opposition from the mine agents of this district, as regards section 21, which states that in the event of any contravention or non-compliance with any of the said regulations, in the case of any mine, by any person "whomsoever," the owner or agent of such mine shall be guilty of an offence against this Act; so that the owner or agent, or any person "whomsoever," may be hundreds of miles away from the place of an accident, resulting in the loss of life, and, according as the section now stands, may be made amenable for the laches of those who have the management of the pit or workings. This is manifestly unfair and unjust, and it is hoped this most obnoxious clause will be expunged.

REPORT FROM DERBYSHIRE AND YORKSHIRE.

March 16.—The Iron Trade appears to be in a healthy state in nearly all parts of Derbyshire, and the same may be said with regard to mining operations generally. The foundries are now doing a good business, and at Staveley large quantities of pipes of various dimensions, caissons, and other castings are being turned out, as well as a good deal of pig-iron. At the other works in the same district, such as Sheepbridge, Clay Cross, and the extensive establishments in the neighbourhood of Alfreton, including Codnor Park, there appears to be plenty to do for the hands employed. The Butterley Company have been very fortunate of late, the men at work at their limestone quarry at Crich having fallen upon a valuable vein of lead. The men from time to time have met with small quantities of ore, but a few days ago they came upon what is considered a very fine vein, and something like a couple of tons in lumps were brought out. It is said that steps are being taken to open out the vein, and there is every prospect of the "find" turning out a valuable one for those concerned. Although in several districts search is being made for lead, it is not often that, even under such circumstances, so fortunate a discovery crops out as that which accident has brought to light. A steady trade is being done in House Coal, more especially with London, the low rate having rather favoured merchants, who, no doubt, would gladly stock at present prices, knowing that they cannot last much longer, as the two great carrying companies will have to pull up before long, seeing that they are losing from 5000L to 6000L a week on the London traffic, when compared with the prices charged for carriage up to the early part of January. In Steam Coal there is a little more doing, and a considerable increase is looked forward to as the season advances.

Singular as it may appear, now that the war between France and Prussia is over, and, as it may be said, all the world is at peace, the makers of almost every description of warlike material in Sheffield are as busy as they well can be. Heavy armour plates of several thicknesses, shields, gun ports, and such heavy articles, are being largely produced. Some excellent castings of crucible steel cannons have recently been effected at the Norfolk Works, equal, if not superior, to those made by the great German maker, Herr Krupp, of Essen. At the same establishment a large number of steel rifle barrels are being produced weekly. The patent of Mr. Foster, of Sheffield, for casting steel rifle barrels with a chilled centre, we are informed by that gentleman is making rapid progress, and is likely to be very generally adopted by makers of fire-arms. Railway material of every description is still in very good demand, and there are some large orders in hand for steel tyres, axles, springs, and similar articles. The American trade is now showing symptoms of improving, and there is considerable activity at the malleable ironworks. There is not much change with regard to the business doing in cutlery tools and wire.

The works in the Rotherham district are tolerably busy in nearly all branches. At Parkgate, plates for shields, rails, hoops, and bars are being largely produced. The steel-headed rail of Mr. J. Richards, the manager of Parkgate, which we brought under the notice of the public some three or four weeks ago, we are glad to say is not only being appreciated by railway engineers, but is being largely patronised, as it deserves to be. When it is seen that a rail that can be made to last fully as long at least as any now being produced, and at 27 per ton less in cost, no better recommendation can be required. By it many of our leading lines will effect an annual saving of thousands of pounds. The rails, it may be said, are particularly well adapted for putting down where there is a very heavy goods and mineral traffic from their great lasting qualities.

The South Yorkshire Coal Trade is still good, and a large tonnage from the district of household qualities is being sent to London, but there has not been so much doing in steam coal. There has been a little more doing to Hull, where steam vessels have commenced running to various parts of Europe. There has also been a slight increase in the tonnage sent to Goole from the home ports on the east coast. At the collieries of Messrs. Newton, Chambers, and Co., a large tonnage of coal is being raised, and the new ovens erected by an English company for the economical production of coke, by the patent of M. Coppee, are now all but completed, and some of them have been set working. The furnaces in North Lincolnshire are now taking a great deal of coal and coke, and a rather active business is being done with Lancashire in engine fuel and other coal. There are plenty of orders in hand for coke, there being a market for considerably more than is being made.

The Monkwood Collieries, near Chesterfield, have been transferred to an industrial partnership consisting of workmen and owners.

The continuance of the dispute between the Great Northern and Midland Railway Companies has led the directors of the Great Northern to make a further reduction in their rates for carrying coal to London. According to the revised list, the rates to King's-cross and North London depots will be—From Manchester, Sheffield, and Lincolnshire, 5s. to 4s. 9d.; South Yorkshire, 5s. 3d. and 5s. 5d.; West Riding, 5s. 7d. and 5s. 8d.; and Durham, from 8s. 2d. to 7s. 3d. The reduction of 8d. per ton from South Yorkshire makes the rate 5s. 3d. for South Yorkshire, and 5s. 5d. into barges or drops at King's-cross or Holloway. Those rates are for coal-owners' wagons, 21 cwt. to the ton. If the company provides wagons 9d. per ton extra will be charged. The reduction now made makes the differential rate between South Yorkshire and Derbyshire and Nottingham 8d. per ton in favour of the latter, which is what the Great Northern desire to maintain at it. It is, however, expected that the Midland directors will by Saturday (to-day) make a still further reduction of 8d. per ton, as they have stated their determination to have the differential rate 1s. 4d. a ton in favour of the Derbyshire and Nottingham coal field, as they consider that places the districts named on an equal footing in competing for the London coal trade. When the Midland makes that reduction the loss to the two companies will be upwards of 6000L a week.

THE MINES REGULATION BILL—MEETING OF LEEDS COAL-OWNERS.—A meeting of coalowners was held at the Queen Hotel, Leeds, on Wednesday, for the purpose of taking into consideration some of the clauses of the Mines Regulation Bill now before Parliament. The gentlemen present included Mr. Evans, Bowling Iron Company; Mr. Nugent Smith, Lowmoor Company; Mr. S. D. Roberts, Gomersal; Mr. Crawshaw, of the firm of Crawshaw and Blakeley, Dewsbury, and Mr. Cawthorne, agent; Mr. W. Parkin, Hightown; Mr. F. H. Pearce, Bradford; Mr. R. Rhodes, Birstal; Mr. W. Ackroyd, Jun., Birkenshaw; Mr. W. Ward, Churwell; Mr. E. T. Ingham, Blake Hall; Mr. W. P. Maddison, Thornhill; Mr. R. Armitage, Farnley; Mr. Hemmingsway, Roberton; Mr. Bateman, Scholes; Messrs. W. Ingham and Son, Wortley; Mr. Tinker, Hepworth; Mr. I. Wood, Thornton; Mr. R. A. Bottomley, Liversedge Coal Company; Mr. T. Tattersall, Cleckheaton; Messrs. Townsend Brothers, Calingworth, near Bingley; Mr. Nicholson, Middleton; Mr. Squire Broadbent, Tongue street; Mr. John Watkinson, Park Colliery, Liversedge; Mr. Scholes, agent for Mr. C. Wheatley, Hopton; Mr. John Wood, agent for Messrs. Stansfield and Co., Flinton; Mr. Hollis, agent, Garforth Colliery; Mr. Banks, agent, Neville-hill Colliery; and Mr. Bolton.—Mr. EVANS having been voted to the chair, he explained that a similar meeting had been held at Bradford, where it was thought desirable to obtain the co-operation of the coalowners in the Leeds district before taking action. The subject they had to consider was one of great importance, and he had to ask the meeting whether it was thought necessary that there should be a deputation to the Home Secretary. There were two clauses in the Mines Regulation Bill—the sixth and the seventh—which would seriously affect the working of mines in the neighbourhood. The Coal Association of London had suggested certain alterations in these clauses, and were willing to co-operate with the proprietors in this district in an endeavour to get them adopted. The sixth clause provided that no boy above the age of ten, and under the age of thirteen, should be employed in any mine below ground for more than three days in any one week, or for more than twelve hours in any one day. In reference to this, however, the Coal Association proposed that instead of "thirteen," the limit should be twelve.—Mr. CRAWSHAW said that the Bradford meeting was pretty unanimous that twelve should be the limit.—Mr. WARD believed that the clause as it stood in the Bill would prove to be as injurious to the men as it would be to the masters. He asked what men with four or five children would do if the clause should be adopted, and said that the Thilo coal was the training ground for colliers in this district. If the meeting decided in favour of the suggested alteration he would support it, but he would much prefer that the clause as it stood in the Act now in force should be adhered to, though he would not be against an extension of the time for schooling.

The Chairman said that the conclusion came to at Bradford was that if possible they should get the "thirteen" reduced to "twelve." Mr. Bruce had expressed himself very strongly in favour of the clause being carried. Still they

practice they had recently adopted, rescinded their former order in June. As to quality, there is a distinct clause in the agreement that the dockyard officers have the power of rejecting inferior coals, and compelling the contractors to replace the rejected coals.

VALUABLE MINERAL PROPERTY FOR SALE.

TO BE SOLD, BY PRIVATE TREATY, THREE-SIXTEENTH PARTS, or SHARES, of and in the UNEXPIRED LEASES of the valuable HEMATITE IRON ORE ROYALTIES, known as MOWBRAY and DYKE NOOK, situated at FRIZINGTON, near WHITEHAVEN, in the county of CUMBERLAND, together with the like shares of and in the PLANT and MACHINERY of the MOWBRAY IRON ORE COMPANY. These royalties are in extent upwards of 60 acres, situated in the immediate neighbourhood of the Parkside and Eskett Iron Ore Mines, and are held by the present lessees for a term of 21 years, under agreements, bearing dates respectively 1st July, 1861, and 1st August, 1862. A portion of the royalties has been recently explored, and ore has been found in being made for working an extensive mine. Tenders, stating the amount per share, and whether for one or the whole, to be sent, on or before the 25th instant, to Mr. J. ROBERTSON, 33, Queen-street, Whitehaven, from whom full particulars can be obtained. Whitehaven, 10th March, 1871.

HENDDOL SLATE QUARRY.

NEAR ARTHOG, DOLGELLY.

TO BE SOLD, BY PRIVATE CONTRACT, the LEASE and PLANT of the above QUARRY, situated in one of the richest districts, and producing best slates, equal to any in Wales. A very moderate outlay required for further working. For particulars, apply to the Manager, Mr. JOHN D. JONES, Glyn-y-wern House, Arthog; or to Mr. W. J. B. HOLMES, 44, Waterloo-street, Birmingham.

A FESTINIOG SLATE QUARRY ON SALE.

ON SALE, BY PRIVATE TREATY, owing to the death of the Proprietor, 46-50ths of the BWLCHYSLATTER SLATE QUARRY, situated in the parish of FESTINIOG, and in the centre of that well-known slate district. The quarry produces slates of first-class quality, of which there is apparently an inexhaustible supply. It is provided with the requisite plant for being properly and profitably worked, and is only parted with owing to the death of the late proprietor. It is situated close to the Portmadoc and Festinio Railway. For particulars, apply to Mrs. WILLIAMS, Bonaarlawr, Dyffryn, Carnarvon.

TO IRONMASTERS, AND MANUFACTURERS OF SUPERIOR PIG-IRON.

ADAPTABLE FOR BESSEMER STEEL, &c.

FOR SALE, BY PRIVATE TREATY, A MINE OF MAGNETIC IRON ORE, yielding from 60 to 65 per cent. of superior cast-iron in the blast-furnace. The mine consists of 150,000 square metres, and is capable of producing very considerable quantities of ore. It is four kilometres distant from the coast. Freight to South Wales and North-Eastern ports would be about 12s. per ton. Address, "Box 5," Swansea.

LEAD MINES IN THE COUNTIES OF DURHAM AND NORTHUMBRIA.

TO BE LET, ON LEASE, the HUNSTANWORTH and NEWBIGIN ROYALTIES, the former about 3534 acres, and the latter 200 acres, or thereabouts. The Hunstanworth Royalty adjoins the celebrated W. B. Lead Mines, and has for many years yielded large quantities of lead ore, and much of the ground is undeveloped. For particulars, apply to JOSEPH DODDS, Esq., M.P., No. 4, Spring-gardens, Charing Cross, London, S.W.; and Stockton-on-Tees: Mr. NATHANIEL CLARK, Beamish Park, Fence House; or Mr. THOMAS J. BEWICK, C.E., No. 2, Westminster-chambers, Victoria-street, London, S.W.; and Haydon Bridge, Northumberland.

LANARKSHIRE.

TO BE LET, at Whitsunday next, the REMAINING COAL and ROUGHBAND IRONSTONE and FIRE-CLAY, at CLELAND, near MOTHERWELL, recently held in lease by the late Robert Stewart, Esq., of Omea Ironworks. Also, a FIELD OF OIL SHALE, and the CLAY and SHALE on the IRONSTONE HEAPS, for BRICKMAKING. The mineral field is connected with Edinburgh and Glasgow by the Caledonian railway system, and there are houses in readiness for workmen. Mr. ROBERT, at Cleland Townhead, Motherwell, will point out the coal and oil shale fields, and exhibit the working plans; and offers for a lease to be received by Messrs. DUNN and WILSON, C.S., St. Andrew-square, Edinburgh; Messrs. JOHN and G. H. GEDDES, Mining Engineers, Melville-crescent, Edinburgh; or Mr. ROBERT.

HEMATITE IRON ORE.

TO BE LET, ON LEASE, the ROYALTY of about SEVENTY ACRES of LAND, in the parish of LAMPLUGH. It adjoins iron ore royalties recently leased, and is within a mile of the Whitehaven, Cleator, and Egremont Railway. For further information, apply to Mr. JOHN J. BOWMAN, Hodyood House, Lamplugh, Cockermouth; or to Messrs. RICHARDSONS and TREYOR, 4, Clarence-buildings, Booth-street, Manchester.

TO BE LET, ON LEASE, for a term of years, SEVERAL ACRES of LAND, suitable for MANUFACTURING PURPOSES, advantageously situated on the south bank of the River Tyne, about two miles below Newcastle-on-Tyne, and within a quarter of a mile from the North-Eastern Railway. There is a good quay frontage, with deep water. Apply to Mr. T. S. BRAMWELL, King-street, quay-side, Newcastle-on-Tyne.

STEAM ENGINES.—NORTH STAFFORDSHIRE.

FOR SALE, BY PRIVATE CONTRACT, the following ENGINES and MACHINERY:—1.—A CONDENSING ENGINE, 30 in. cylinder, 5 ft. 3 in. stroke, with necessary BOILERS and PUMPING MACHINERY, 14 in. lift, 150 yds. long. 2.—A CONDENSING ENGINE, 30 in. cylinder, 4 ft. 6 in. stroke, with necessary BOILERS and PUMPING MACHINERY, 12 in. lift, 150 yds. long. 3.—A CONDENSING ENGINE, 18 in. cylinder, 4 ft. stroke. 4.—A CONDENSING ENGINE, 18 in. cylinder, 4 ft. stroke. 5.—A HIGH-PRESSURE ENGINE, 10 1/2 in. cylinder, 3 ft. stroke, with necessary BOILER. All the above are in good working order. They may be seen on application, viz.:—As to 1 and 2, to Mr. WM. NIXON, Sney Green; as to 3 and 4, to Mr. WM. WHITE, Silverdale; as to 5, to Mr. J. F. CADMAN, Chester. The Engines may be sold separately from the Boilers and Machinery. For further particulars, apply to Messrs. STANLEY and CO., Silverdale, North Staffordshire.

FOR SALE,—THE UNDERMENTIONED ENGINES:—ONE 50 in. cylinder PUMPING ENGINE, with ONE BOILER. ONE 24 in. cylinder ROTARY STEAM ENGINE, with or without BOILER, wrought iron fly-wheel shaft, and 10 ton fly-wheel. ONE 12 in. cylinder ROTARY STEAM ENGINE, with ONE 6 ton BOILER. THREE Cornish BOILERS, from 10 to 12 tons each, in excellent condition. Also, several Cornish CRUSHERS, of various sizes. A 60 feet WATER WHEEL, with hammered iron round shaft, cast-iron sockets, rings, &c. For further information, apply to—W. MATHEWS, ENGINEER, TAVISTOCK. Tavistock, Feb. 3, 1871.

SECONDHAND MINING MACHINERY FOR SALE IN FIRST-RATE CONDITION.

PUMPING ENGINES, of various sizes,—viz., 80 in., 70 in., 60 in., 50 in., 40 in., 30 in. WINDING ENGINES, STAMPING ENGINES, STEAM CAPSTANS, and CRUSHERS of various sizes. A NUMBER OF BOILERS. PITWORK of all descriptions, and all kinds of MATERIALS required for MINING PURPOSES. TO BE SOLD, AT MODERATE PRICES. The 80 in. is nearly new, and with several of the other engines, can be guaranteed of superior make and modern design.

For further particulars, apply to—MESSRS. HARVEY AND CO., ENGINEERS AND GENERAL MERCHANTS, HAYLE, CORNWALL, AND HAYLE FOUNDRY WHARF, NINE ELMS, LONDON. CITY OFFICES (GRESHAM HOUSE), 23 1/2, OLD BROAD STREET, MANUFACTURERS OF PUMPING and other LAND ENGINES and MARINE STEAM ENGINES of the largest kind in use, SUGAR MACHINERY, MILLWORK, MINING MACHINERY, and MACHINERY IN GENERAL. SHIPBUILDERS IN WOOD AND IRON.

THE PATENT PNEUMATIC STAMPS

May be SEEN AT WORK at HAYLE FOUNDRY WHARF, NINE ELMS, by previous application at either of the above addresses.

FOR SALE, a high-class new 14-horse power double-cylinder PORTABLE STEAM ENGINE, with suitable gear, for the threefold purposes of Winding, Pumping, and Crushing. NEW PORTABLE STEAM ENGINES, 3 to 25-horse power, on advantageous terms for cash or deferred payments, if desired. A SECONDHAND PORTABLE STEAM ENGINE, of the best makers, to be sold cheap, all in excellent condition, some quite equal to new. Apply to—BARROWS and STEWART, ENGINEERS, BANBURY, OXON.

MESSRS. W. BRUNTON AND CO., SAFETY FUSE MANUFACTURERS, REDBUTH, CORNWALL; and BRYMBO, NEAR WREXHAM.

THE MINING JOURNAL.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

IN the MATTER of the COMPANIES ACT, 1862, and of the ST. JUST CONSOLS MINING COMPANY (LIMITED).—By direction of His Honor the Vice Warden, Notice is hereby given that on Wednesday, the 29th day of March instant, at the Registrar's Office, at Truro, in the county of Cornwall, at Eleven o'clock in the forenoon, this Court will proceed to MAKE a CALL of FIVE SHILLINGS AND SIXPENCE PER SHARE on all the contributors, settled as present members of the said company in Part 2 of the List of Contributors thereof who have not paid up the full sum of £1 per share on the shares for which they have been so settled therein. All persons interested therein are entitled to attend at the time and place aforesaid, to offer objections to such call. FREDERICK MARSHALL, Registrar. Dated this 15th day of March, 1871.

In Chancery.

RE NATIONAL SAVINGS' BANK ASSOCIATION (LIMITED). TO ENGINEERS, COPPER MILL OWNERS, IRONMASTERS, AND FOUNDRERS.

A portion of the valuable COPPER MILL PLANT, principally COLD BLAST IRON CASTINGS, THREE STEAM BOILERS, several tons of heavy and light SCRAP IRON, the COPPER MILLS, HAREFIELD, MIDDLESEX, Between RICKMERSWORTH and UXBRIDGE.

MESSRS. SEDGWICK AND SON will SELL, BY AUCTION, in convenient lots, THREE CORNISH STEAM BOILERS, each 21 ft. 3 in. long, 5 ft. 6 in. diameter, the tubes 3 ft. diameter; six sets of laminating rolls, with beds and wrought iron standards; a very fine cast iron fly wheel, by Hall, of Dartford, 18 ft. diameter, ring 15 in. by 12 in., with shaft, plunger blocks and brasses; 23 cast iron fly, spur, tooth, mortise, and double mortise wheels, with plunger blocks and brasses; riggers and shafting; a pair of table shears; a pair of jaw shears, with eccentric motion, comprising nearly 200 tons of cold and hot blast castings, including a quantity of heavy and light scrap iron; gun and other metal; nail machines; a quantity of 3 in., 2 1/2 in., and 1 in. cast iron plates; eight scale beams, various sizes; iron trucks on wheels, and barrows; a quantity of copper and zinc mill tongs; smith and brass foundry tools; 85 112 lbs. and 56 lb. weights; a cake crusher; an oat crusher; 25 large bottles of vitriol; and sundry other effects, at the Harefield Copper Mills, near the Grand Junction Canal, about five miles from Uxbridge, and three from Rickmersworth, a branch line from Watford on the London and North-Western Railway. May be viewed seven days prior to the sale (Sunday excepted) by applying to Mr. KENNETH, on the premises, of whom catalogues may be had. Catalogues also at the Fishery Inn, near the Copper Mills; King's Arms, Harefield; Chequers, Uxbridge; Swan, Rickmersworth and Hemel Hempstead; Essex Arms, Watford; Peashen, St. Alban's; Old Bell, Holborn; of S. BARROW, Esq., 24, Gresham-street, London; of Messrs. LEWIS, MUNN, SUND, and LONG, Solicitors, 8, Old Jewry, London; and of Messrs. SEDGWICK and SON, Land and Timber Surveyors, and Estate Agents, King-street, Watford, Herts; and at their Farm at Croxley Hall.

THE MERTHYR DARE STEAM COAL COLLIERY, ABERDARE, GLAMORGANSHIRE. MR. W. P. STEPHENSON is instructed to SELL, BY AUCTION, at the Cardiff Arms, Cardiff, on Wednesday, March 22, 1871, at Two o'clock precisely, in One Lot, the very valuable LEASEHOLD COLLIERY, known as

THE MERTHYR DARE COLLIERY, Situated about two miles from ABERDARE, lying between Powell's Dyffryn Colliery and the Merthyr Dare Colliery, and the Merthyr Dare Colliery, and Mr. Mordecai Jones's Nantmelu Merthyr Steam Coal Colliery, having direct communications by sidings on to the Great Western Railway system with the shipping ports of Swansea, Port Talbot, Briton Ferry, Cardiff, and Newport, as well as Liverpool and London. The Dare Branch of the Taff Vale Railway runs over the property.

The total area of the mineral property is 482 acres, and there are underlying in surface, COAL, SHALE, and CLAY, of the aggregate thickness of 56, or thereabouts, besides the Graig Veln, vein, crops, and outcrops on the property, there are about 340 acres of the Upper Four-foot Vein unworked, and the district has been proved on two opposite sides of the taking. The colliery was opened in 1852, and but a small portion of the Upper Seams has been worked. The coal is well known in the steam coal markets, and is on the Admiralty List. The colliery has been opened with two downcast shafts and one upcast. No. 1 pit runs down to the Upper Four-foot Seam a depth of 120 yards, and No. 2 pit runs down to the Nine-foot Seam a depth of 164 yards. The workings are thoroughly ventilated, and are equal to an output of between 200 and 300 tons per day, which by a comparatively moderate outlay may be increased to 600 or 800 tons. There are several veins of IRONSTONE, which are won with the coal, and some first-class clay. The property is held on lease for an unexpired term of about 41 years. The royalties will be 75d. per ton of 2520 lbs. weight of large marketable coal, and 4d. per ton for 19 years from 14th January, 1871, and the same royalties during the residue of the term for every year in which 400 tons per working day of large coal (reckoning 300 working days to the year) shall be worked. After the expiration of the 10 years, during those years in which 400 tons per day shall not be worked, then subject to a royalty of 9d. per ton for large coal and 6d. per ton for small coal. The other royalties are moderate. The MACHINERY is in good working order, and includes TWO 40 HP WINDING ENGINES, FOUR 30 HP and 40 HP engines, and a complete set of INCLINE WINDING ENGINES and BOILER, saw mill engine, &c.; the whole of which, together with about 12 1/2 miles of rails above and underground, trams, screens, weighing machines, saw machinery, and other requisite apparatus for working the colliery, will be included in the purchase. There are SEVEN COTTAGES, stabling, and other buildings, and an excellent supply of water for steam purposes.

There are SEVEN COTTAGES, stabling, and other buildings, and an excellent supply of water for steam purposes. The colliery may be inspected on application to Messrs. C. H. and F. JAMES, Solicitors, Merthyr Tydvil; or Mr. LEWIS, Dynevor Mining Offices, Neath. Printed particulars, with plans and sections, may shortly be obtained of Messrs. C. H. and F. JAMES, Solicitors, Merthyr Tydvil; of Mr. W. P. STEPHENSON, Auctioneer, Cardiff; and at the Cardiff Arms Inn. GREAT SALE OF MACHINERY AND PLANT at the MAES-Y-SAFN MINES, FLINTSHIRE, comprehending THREE powerful and very excellent PUMPING and WINDING ENGINES; SIX 30 ft. and 55 ft. BOILERS; capstans, chains; large quantity of pumps of various sizes; all the pumping and winding gear; upwards of 2200 yards of rails, and other plant and machinery; cart horses, gears, and carts upon the premises, as above, which are situated about three miles from the Mold Station, and seven miles from the Ruthin Station.

MESSRS. CHURTON and ELPICK have been instructed by the proprietors of the above-mentioned mines TO SELL, BY AUCTION, on Tuesday and Wednesday, the 28th and 29th days of March, 1871, commencing each day at Twelve o'clock to a minute, the very important and extremely valuable

MACHINERY AND PLANT Used by the company in working the deep mines, consisting of—A 60 in. cylinder, direct-acting, condensing PUMPING ENGINE, 8 ft. stroke, on the Cornish principle, complete, by the Rhyd-y-Mwyn Company. A 64 in. cylinder (with steam case) condensing beam PUMPING ENGINE, 8 ft. stroke, on the Cornish principle, by W. Fairbairn, Manchester. A 19 in. cylinder beam, slide valve, double-acting WINDING ENGINE, with fly wheel, complete.

THREE of 35 ft. by 5 1/2 ft. egg-ended BOILERS; one ditto, 30 ft. by 3 1/2 ft.; two 35 ft. by 6 ft. tubular Cornish boilers; very large quantity of 18 in., 14 in., 12 in., 11 in., 8 1/2 in., 7 in., and 6 in. pumps; slide glands; spindles; clack pieces; working barrels; windbores; plunger poles, &c., &c.; several excellent capstans and ropes, crab winches, shears, and pulleys; 900 yards of chains of various sizes; 2200 yards of bridge, T, and saddle rails; main, side, and eye plates; bob straps, iron skips, and wagons; cast and wrought scrap; flange and rod pins; staples; glands; shaft rolls for main rods; pump bands; wagon wheels; and a great variety of other stores and plant; smith's tools, anvils, bellows, &c.; four strong, useful cart horses, carts, and horse gears, with miscellaneous other effects. Luncheon will be on the table, at the works, at Eleven o'clock each morning. N.B.—Descriptive catalogues may be had from the clerk at the works; at the offices of Messrs. TAYLOR and SONS, 6, Queen-street-place, London; or from the Auctioneers, Chester and Whitechurch (Shropshire). A deposit of 25 per cent. will be required on each of the larger lots as they are sold, the balance to be paid in a week, and cash payment will be required for the small lots on the fall of the hammer.

MONTGOMERY.—VALE OF LLANGYNOG.

DESIRABLE FREEHOLD FARMS AND MINERAL PROPERTY. MESSRS. T. HILL, SEN., AND W. H. HILL WILL SELL, BY AUCTION, at the Wynant Arms Hotel, Llanfair-y-Mochnant, in the county of Denbigh, on Tuesday, the 27th day of April, 1871, subject to conditions to be then produced, a FREEHOLD ESTATE, situated in the beautiful valley of Llangynog, containing together 283 A. 0 R. 36 P., be the same more or less, and comprising the several FARMS and LANDS known as Glangynon-uchaf (121 A. 3 R. 27 P.), Brynllas (27 A. 0 R. 24 P.), and Clogydd (134 A. 0 P. 26 P.), now in the occupation of Mr. Robert Davies, or his under tenants. The minerals in and under the old enclosed lands of the farm called Glangynon-uchaf will be sold with the property. The Lead Works of the Llangynog Mining Company are carried on close to the estate, and it is believed that several valuable lodes of lead ore run through the property. The neighbourhood is most beautiful, and abounds in shooting and fishing. The estate lies about seven miles from the Llanfyllin Station on the Cambrian line of railway, and about seventeen miles from the town of Oswestry, to which there is an excellent turnpike-road. Sale to commence at Five o'clock P.M. Particulars and plans, with further information, may be obtained on application to the Auctioneers; or to Messrs. T. and C. MINSHALL, Solicitors, Oswestry.

CAMEL SLATE QUARRY, NEAR WADEBRIDGE, CORNWALL.

TO BE SOLD, BY PRIVATE CONTRACT, the above QUARRY, which has been in operation nearly twenty years, together with the whole of the VALUABLE PLANT, BUILDINGS, and QUAY. The business, which affords employment at present to about 100 hands, is capable of great development by a gentleman who could give it his personal superintendence, there being a great demand for the class of goods manufactured at these works. Vessels can ride safely in all weathers. For terms, which are easy, apply to Mr. WILLIAM BOOTH, Slate Merchant, Union-street, Plymouth.

RAILWAY WAGON WORKS, BARNSELY.

MESSRS. G. W. AND T. CRAIK ARE PREPARED TO SUPPLY COAL AND COKE WAGONS OF EVERY DESCRIPTION, Either for cash, or by deferred payments through wagon-leasing companies, WAGONS PROMPTLY REPAIRED.

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MANUFACTURERS OF RAILWAY WAGONS, WHEELS and AXLES, CARTS, LORRIES, WOOD WHEELS, PATENT WROUGHT IRON WHEELS and AXLES, BARROWS, PUMPS, DOUBLE PURCHASE CRABS, &c., &c. IRON WORKS—BEVERLEY, YORKSHIRE. Catalogues free by post.

PISTONS, AND AIR-PUMP BUCKETS, FITTED WITH

PATENT ELASTIC METALLIC PACKING," Of which above FIVE THOUSAND EIGHT HUNDRED have been made by MESSRS. MATHER AND PLATT, SALFORD IRONWORKS, MANCHESTER.

LOCOMOTIVE TANK ENGINES

FOR MAIN LINE TRAFFIC, SHORT LINES, COLLIERIES, CONTRACTORS, IRONWORKS, MANUFACTURERS, &c., from a superior specification, equal to their first-class Railway Engines, and specially adapted to sharp curves and heavy gradients, may always be had at a short notice from—

MESSRS. BLACK, HAWTHORN, AND CO., LOCOMOTIVE, MARINE, AND STATIONARY ENGINE WORKS, GATESHEAD-ON-TYNE. London Office: 118, CANNON STREET, E.C.

MECHANICAL VENTILATORS FOR MINES.

MESSRS. BLACK, HAWTHORN, AND CO., LOCOMOTIVE, MARINE, AND STATIONARY ENGINE WORKS, GATESHEAD-ON-TYNE.

HAVE now a speciality for the construction of the "GIBBAL" FAN, with their Engines designed expressly for them. Tenders sent on application. London Office: 118, CANNON STREET, E.C.

CRUSHER ROLLS.

THE SANDYCROFT FOUNDRY AND ENGINE WORKS ARE now MANUFACTURING CRUSHER ROLLS of PECULIARLY HARD and TOUGH METAL, and are OPEN to UNDERTAKE the SUPPLY of ANY QUANTITY, and to any PATTERN REQUIRED. Prices and particulars of the above, and of every description of Mining Engines, Boilers, Forgings, Pitwork, Water Wheels, Crushing, Dressing, and Amalgamating Machinery, and Mining Tools of all kinds, &c., &c., may be obtained on application at the works of the company.

SANDYCROFT, near CHESTER; or at their London Office, MESSRS. JOHN TAYLOR AND SONS, 6, QUEEN STREET PLACE, E.C.

THE BURLEIGH ROCK DRILL.

THE BEST AND ONLY PRACTICAL DRILL IT DOES NOT GET OUT OF ORDER. PROGRESSES through Aberdeen granite at the incredible rate of 10" per minute.

SAVES £5 a day as compared with hand labour, independent of the enormous saving effected in the general expenses, such as PUMPING, VENTILATION, INTEREST OF CAPITAL, &c., from the fact of the "put out" being increased four-fold. DRILL POINTS.—The saving in steel alone is considerable. One drill will go through 20 feet of Aberdeen granite without sharpening.

Orders received and executed solely by—MESSRS. CHAS. BALL AND CO., of 96, NEWGATE STREET, E.C., LONDON, ENGINEERS, CONTRACTORS, AND GENERAL MERCHANTS.

MACHINERY FOR MINES AND SLATE QUARRIES

SAWING, PLANING, DRESSING, AND ROCK-BORING MACHINES FOR SLATE.

WATER BALANCES, WATER WHEELS, WINDING AND PUMPING MACHINERY; and PLANT of every description for MINES or QUARRIES, STEAM ENGINES—STATIONARY, MARINE, or LOCOMOTIVE, BOILERS AND GIRDER WORK.

SHAFTING, PULLEYS, AND GENERAL MILLWORK. MACHINERY AND GENERAL CASTINGS.

SPUR and BEVEL WHEELS of any diameter or pitch moulded by machinery DE WINTON AND CO., UNION IRON WORKS, CARNARVON.

THE PATENT SELF-ACTING MINERAL DRESSING MACHINE COMPANY (LIMITED).

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This company grants licenses, under their patents, for the use, singly or in combination, of the most approved machinery for dressing ores, comprising Stamps, Jiggers, Side-blow Percussion Tables, Classifiers, and Buddles. The whole in combination are in successful operation at Rhosydol Mines, Machynlleth, and the Bog Waste, Shropshire. The Jiggers are largely used at the Van, and Caldbeck Fells Mines, with unqualified success. Self-acting Floors are in course of construction at various Mines in England and Scotland, regarding which Mr. GREGORY will be pleased to give information, answer all enquiries, and give orders for inspection.

He is prepared to give designs and estimates for the supply of Machinery, and for the laying out of Floors. T. CURRIE GREGORY, Secretary.

JOHN HORSLEY

IRON AND METAL AGENT, ST. ANN'S SQUARE, MANCHESTER.

PERMANENT, CONTRACTORS, and COLLIERY RAILS, in STEEL or IRON. Wrought-iron or Steel Weldless Locomotive Carriage and Wagon Tyres. Iron and Steel Straight and Cranked Axles, Wheels and Axles, Railway Chairs, Fish Plates, Bolts and Nuts, Spikes, Cranes, Jacks, Rivets, Hurdies, and Chains.

Black or Galvanised Telegraph Wires, Fencing Wire. BLACK, OILED, and GALVANISED CORRUGATED SHEETS.

Rolled Iron Joists, Wrought-iron Girders, Roofs, Bridges, Tanks, Boilers, &c. Boat Girders, Tank Bridge and Boiler Plates.

Angle, Tee, and Girder Iron.—Nail Rods, Tin Plates, Hoops, Sheets, Lead, Copper, Tin, Zinc, and Spelter.

Hot and Cold Blast Pig Iron, &c., &c.

RAILWAY CARRIAGE COMPANY (LIMITED).

ESTABLISHED 1847. OLDBURY WORKS, NEAR BIRMINGHAM. MANUFACTURERS OF RAILWAY CARRIAGES and WAGONS, and EVERY DESCRIPTION OF IRONWORK.

Passenger carriages and wagons built, either for cash or for payment, over a period of years.

RAILWAY WAGONS FOR HIRE. CHIEF OFFICES,—OLDBURY WORKS, NEAR BIRMINGHAM.

LONDON OFFICES,—7, GREAT WINCHESTER STREET BUILDINGS.

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MANUFACTURE RAILWAY WAGONS OF EVERY DESCRIPTION, for HIRE and SALE, by immediate or deferred payments. They have also wagon for hire capable of carrying 6, 8, and 10 tons, part of which are constructed specially for shipping purposes. Wagons in working order maintained by contract EDWARD FOWLER, Sec.

WAGON WORKS,—SMETHWICK, BIRMINGHAM. *Loans received on Debenture; particulars on application.

STAFFORDSHIRE WHEEL AND AXLE COMPANY (LIMITED)

MANUFACTURERS OF RAILWAY CARRIAGE, WAGON, and CONTRACTORS' WHEELS and AXLES, and other IRONWORK used in the CONSTRUCTION OF RAILWAY ROLLING STOCK. OFFICES AND WORKS, HEATH STREET SOUTH, SPRING HILL, BIRMINGHAM.

BICKFORD'S PATENT
FOR CONVEYING
CHARGE IN**SAFETY FUSE,**
FIRE TO THE
BLASTING ROCKS, &c.

Obtained the PRIZE MEDALS at the "ROYAL EXHIBITION" of 1851; at the "INTERNATIONAL EXHIBITION" of 1862, in London; at the "IMPERIAL EXHIBITION" held in Paris, in 1865; at the "INTERNATIONAL EXHIBITION," in Dublin, 1865; at the "UNIVERSAL EXPOSITION," in Paris, 1867; and at the "GREAT INDUSTRIAL EXHIBITION," at Altona, in 1869.



BICKFORD, SMITH, AND CO.,
of TUCKINGMILL, CORNWALL, MANUFACTURERS OF PATENT SAFETY-FUSE, having been informed that the name of their firm has been attached to fuse not of their manufacture, beg to call the attention of the trade and public to the following announcement:—
EVERY COIL OF FUSE MANUFACTURED BY THEM has TWO SEPARATE THREADS PASSING THROUGH the COLUMN of GUNPOWDER, and BICKFORD, SMITH, AND CO. CLAIM SUCH TWO SEPARATE THREADS as THEIR TRADE MARK.

Titanic Steel and Iron Company
(LIMITED),

SOLE MANUFACTURERS OF

R. MUSHET'S SPECIAL STEEL,

For LATHE and PLANING TOOLS (requires no hardening);

MUSHET'S TITANIC CAST STEEL,

For ENGINEERS' TOOLS,

MINERS' DRILLS, &c.,

Forgings in Steel; Steel Shafting;

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Double Shear Steel; Spring Steel;

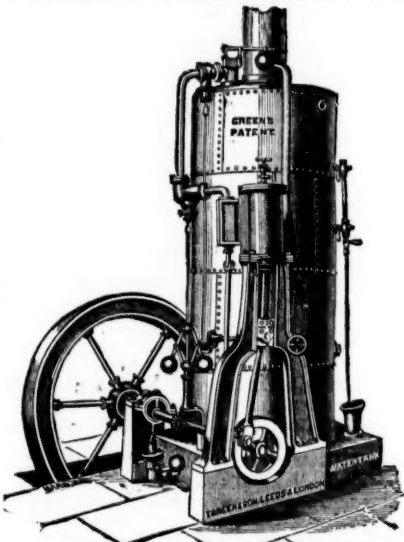
Blister Steel;

TITANIC STEEL WIRE RODS."**FOREST STEEL WORKS,**

COLEFORD, GLOUCESTERSHIRE.

GREEN'S PATENT BOILERS,
WITH INVERTED CYLINDER ENGINE COMBINED.

Specially adapted for Contractors, Joiners, and Builders,
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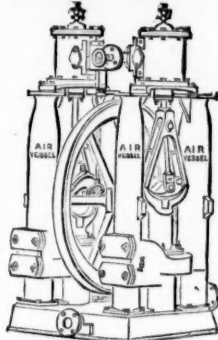
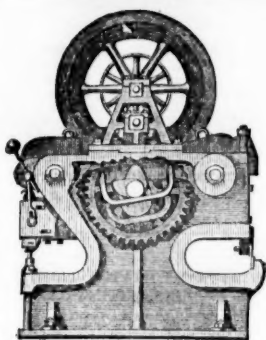
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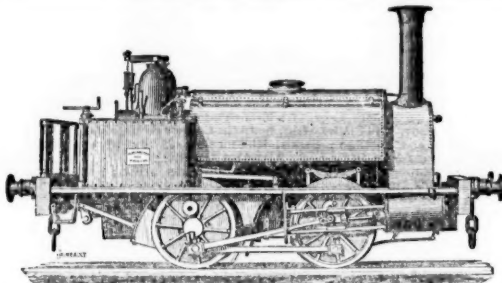
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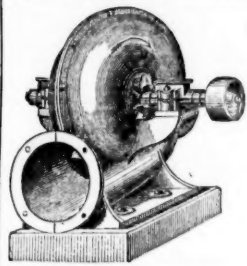
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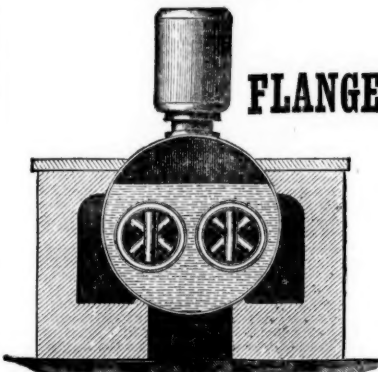
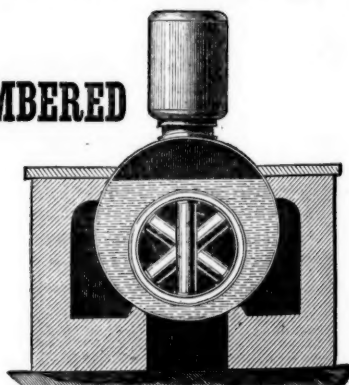
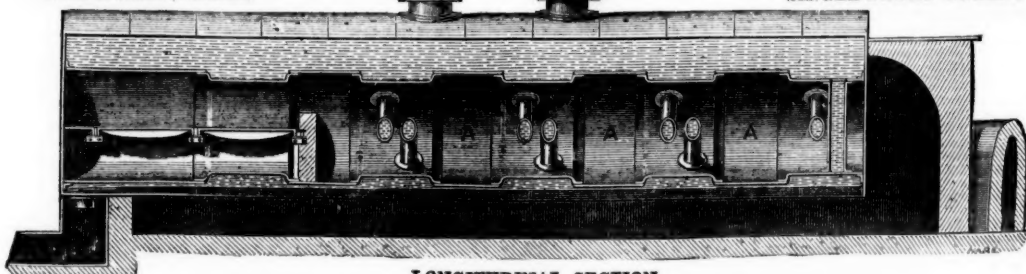
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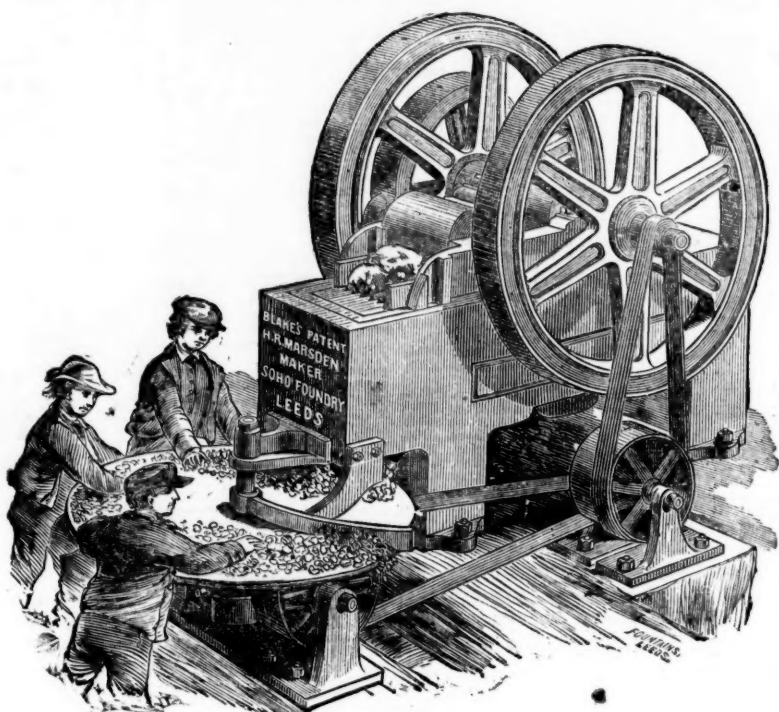
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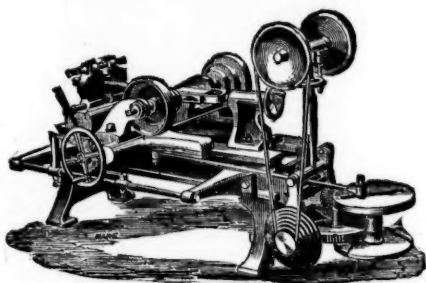
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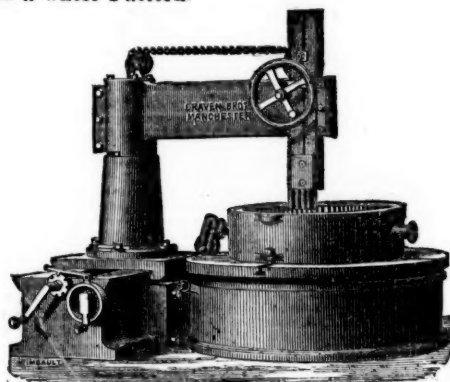


The advantage of this Machine is, that the Drills are only requisite to be half the length of the Cotter-hole required to be cut, as they operate simultaneously from both sides of the object, meeting accurately in the middle, and doing the work in less than half the usual time, besides producing a smooth hole on account of short, stiff Drills being used, thus producing a much better class of work, hitherto unattainable by the Machines with one long Drill.

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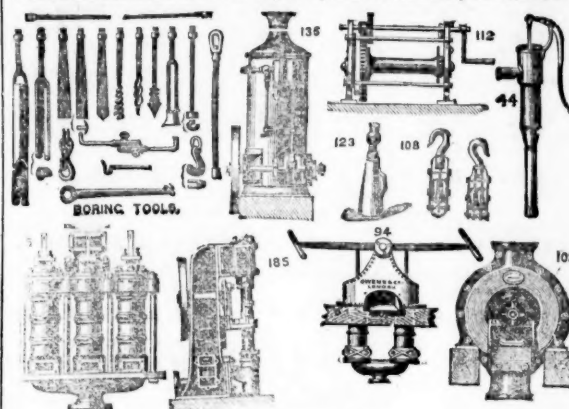
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Just published, and may be had at the MINING JOURNAL Office, 26, Fleet-
street, the "Mining Quarterly" for March, containing Original Articles on
Geological, Mineralogical, and Metallurgical Subjects; the Mining Dividends
for the Quarter; the Position and Prospects of Mining and Mines; and all the
most recent intelligence connected with Mining and the Mining Districts.

IRON AND COAL COMPANIES.			
Shares.	Company.	Paid.	Price.
£100	John Abbot and Co. [L.]	75 0 0	22 20 dis.
100	Asbury Co. [L.]	90 0 0	42 38 dis.
50	Blancavon Iron and Steel Co. [L.]	7 10 0	34½ 32½ dis.
100	Bolckow, Vaughan, and Co. [L.]	30 0 0	34½ 32½ dis.
100	Brown, John, and Co. [L.]	70 0 0	3 1 dis.
10	Consett Iron Co. [L.]	7 10 0	4 4½ pm.
100	Cammell and Co. [L.]	80 0 0	18 16 dis.
22	Edwin Vale Co. [L.]	27 0 0	10½ 10 dis.
6	Fairbairn Engineering	5 0 0	2 1 dis.
20	General Mining Association [L.]	20 0 0	6 8
15	Hopkins, Gilkes, and Co. [L.]	10 0 0	par. ½ pm.
10	Ironmasters' Company [L.]	10 0 0	par.
10	Midland Iron Co. [L.]	10 0 0	par.
2½	Mercer Steel and Iron Co. [L.]	5 0 0	24 26 pm.
4	Myndy Iron Ore Co. [L.]	11 10 0	7½ 7½ dis.
1	Nerbudda Coal and Iron Co. [L.]	20 0 0	2½ 2 dis.
25	Palmer's Shipbuilding and Iron Co. [L.]	25 0 0	1½ 1 dis.
100	Parkgate Iron Co. [L.]	25 0 0	1½ 1 dis.
20	Patent Shaft and Axletree Co. [L.]	65 0 0	par. 1 pm.
50	Rhymney Iron Co. [L.]	10 0 0	2½ 6 pm.
15	Ditto New	50 0 0	20 18 dis.
50	Shotts Iron Co.	15 0 0	5½ 5½ dis.
100	Sheephead Iron and Coal Co. [L.]	25 0 0	14 12 dis.
100	Staveley Iron and Coal Co.	60 0 0	39 40 pm.
100	Ditto ditto	10 0 0	7½ 8½ pm.
100	Thames Iron Company	10 0 0	par.
7½	Titanic Iron Company	5 0 0	par.
100	Vancouver Coal [L.]	10 0 0	par. 1 pm.
10	Van Iron Ore [L.]	6 0 0	par.
100	Wigan Coal and Iron Co.	100 0 0	10 8
75	Ditto ditto	75 0 0	10 8

THE MINING SHARE LIST

BRITISH DIVIDEND MINES.			
Shares.	Mines.	Paid.	Last Pr. Business.
1000	Alderley Edge, Cheshire	10 0 0	25 25 25
6000	Boscawell, t. c. St. Just	1 0 0	25 25 25
200	Botalack, t. c. St. Just	91 5 0	225 225 230
20000	Bronfryd, t. Cardigan	2 10 0	25 25 25
4000	Brookwood, t. c. Buckfastleigh	2 10 0	25 25 25
5000	Bwch Consols, t. c. Cardigan	4 0 0	25 25 25
6000	Cashwell, t. Cumberlaid	2 10 0	25 25 25
916	Cargoll, s. t. Newlyn	16 5 7	3½ 2½ 2½
2450	Cook's Kitchen, c. Illogan	19 14 9	20 21 22
67	Cwm Erfin, t. Cardigan	7 10 0	25 25 25
128	Cwmystwith, t. Cardigan	60 0 0	25 25 25
280	Derwent Mines, s. t. Durham	300 0 0	25 25 25
1024	Devon Consols, c. Tavistock	10 0 0	105 102½ 107½
658	Ding Dong, t. Gwilt	49 14 6	105 102½ 107½
1432	Dolcoath, t. c. Camborne	32 4 6	132½ 130 132½
12800	Drake Walls, t. Calstock	2 10 0	1½ 1
6144	East Caradon, c. St. Cleer	2 14 6	6 5½ 5½
300	East Darren, t. Cardigan	32 0 0	25 25 25
6400	East Pool, t. c. Pool, Illogan	0 9 9	12 11½ 11½ x. d.
1906	East Wheal Lovell, t. Wendron	3 9 0	26½ 24 25
2800	Foxdale, t. c. Illogan	25 0 0	25 25 25
5000	Frank Mills, t. Christow	18 15 0	25 25 25
3950	Gawton, c. Tavistock	3 10 6	25 25 25
15000	Great Laxey, t. c. Manx	4 0 0	18 17½ 18½
3000	Great Northern Manganese	5 0 0	25 25 25
5908	Great Wheal Vor, t. c. Helston	40 0 0	5½ 7½ 7½
10240	Gunnislake (Clitters), t. c. Helston	4 19 0	25 25 25
1024	Hunnsfoot, t. c. near Liskeard	8 10 0	42 41 43
10000	Holmshush and Kelly Bray, c. Helston	1 0 0	1 7½ 1½
10000	Illogan, t. c. Illogan	1 0 0	1 7½ 1½
165	Levant, t. St. Just	10 8 1	25 25 25
400	Lisburne, t. Cardigan	18 15 0	25 25 25
3000	Maes-y-Safn, t. Flint	20 0 0	25 25 25
9000	Marke Valley, c. Caradon	4 10 6	7½ 7½ 7½
1800	Mineral Mining Co., Wrexham	25 0 0	25 25 25
20000	Mining Co. of Ireland, c. t. c.	7 0 0	7½ 7½ 7½
2000	New Penbroke, t. c. St. Just	10 0 0	12½ 12½ 12½
2000	North Levant, t. c. St. Just	10 0 0	12½ 12½ 12½
5610	North Wheal Crofty, c. Illogan	3 11 3	13½ 13½ 14
256	Pendervas United, t. c. Camb.	86 0 0	55 55 60
5000	Penhalls, t. St. Agnes	3 0 0	5½ 5½ 6
500	Phoenix, t. c. Linkinhorne	50 0 0	25 25 25
2000	Poldice, t. c. Gwennap	10 0 0	11 11
12800	Prince of Wales, c. Calstock	0 12 6	1¼ 1¼ 1¼
1120	Provident, t. c. Lelant	10 0 0	35 34 36
6400	Queen, t. c. Calstock	0 10 0	25 25 25
6869	Rosewell Hill and Ransom, c. Helston	4 0 0	13½ 13½ 14
512	South Caradon, c. St. Cleer	1 5 0	250 230 250
6128	South Conduff, t. c. Camborne	5 5 6	4½ 5 5½
6000	South Darr, n. t. Cardigan	3 6 6	25 25 25
937	South Wh. Crofty, c. Illogan	24 10 10	12 12 14
496	St. W. Frances, c. Illogan	18 19 3	33 31 33
242	Spearhead, t. St. Just	36 17 0	20 18 20
940	St. Ives Consols, c. St. Ives	10 0 0	25 25 25
8771	St. Just Amalgamated, t. c.	3 10 0	25 25 25
12000	Tankerville, t. Salop	6 0 0	13 12½ 13
2000	Tincroft, t. c. Pool, Illogan	9 0 0	46 46 48
6000	Trumpler Cons., t. Helston	11 10 0	22 21 22
15000	Van, t. Llanidloes	4 5 0	55 54 56
3000	W. Chiverton, t. Perranzabuloe	10 0 0	39 36½ 37½
512	Wheal Frances, t. Illogan	106 15 0	32 32 34
400	W. Wheal Seton, c. Camborne	47 0 0	130 125 135
512	Wheal Bassett, c. Illogan	5 2 6	55 60 60
512	Wheal Jane, s. t. Kea	10 15 0	47 45 47
4295	Wheal Kitty, t. St. Agnes	5 4 6	9 8½ 9¼
1024	Wheal Kitty, t. Uny Lelant	3 10 6	9 8 10
896	Wheal Margaret, t. Uny Lelant	12 17 6	10 7 9
1024	Wheal Mary Ann, t. Menheniot	8 0 0	10 10 12
1000	W. Mary Ann, t. Menheniot	12 12 6	25 25 25
80	Wheal Oates, t. St. Just	7 0 0	25 25 25
12000	Wheal Russell, c. Tavistock	1 0 0	25 25 25
396	Wheal Seton, t. c. Camborne	60 0 0	24 21 24
17000	Wicklow, c. t. Wicklow	2 10 0	7½ 7½ 7½

FOREIGN DIVIDEND MINES.			
Shares.	Mines.	Paid.	Last Pr. Business.
35000	Almaden, t. Spain	2 0 0	2½ 2½ 2½
130000	Almaden Consolidated, t. Spain	1 0 0	1 1½ 1½
20000	Australian, c. South Australia	7 6 6	16½ 15 16
15000	Cape Copper Mining	7 0 0	16½ 15 16
30000	Central American Association	0 15 0	4 3½ 4
21000	Colorado Territorial, c. Colorado	5 0 0	4 3½ 4
10000	Copiapu Mining Co., Chile	16 10 0	2 1½ 2½
76162	Don Pedro North del Rey	0 14 0	2½ 2½ 2½
70000	English and Australian, c. t.	2 10 0	2½ 2½ 2½
25000	Fortuna, t. Spain	5 0 0	2½ 2½ 2½
10000	Gonnesa, t. Spain	5 0 0	2½ 2½ 2½
68000	Kapunda Mining Co., Austr.	1 0 0	1½ 1½ 1½
10000	Linares, t. Spain	3 0 0	3½ 3½ 3½
50000	Panuco, t. Chile	4 0 0	2 1½ 2½
10000	Pontalva, s. t. France	20 0 0	17 16 17
100000	Port Phillip, c. France	1 0 0	1 1½ 1½
130000	Scottish Australian Min. Co.	2 0 0	7½ 7½ 7½
22000	Sierra Leone, c. Sierra Leone	2 0 0	7½ 7½ 7½
11000	St. John del Rey, Brazil	15 0 0	24 25 27
50000	Sweetland Creek, c. California	4 0 0	4 3½ 4
50000	Victoria (London) [25000 £1 pd., 25000 12s. 6d. pd.]	0 9 7	0 7 7½

NON-DIVIDEND FOREIGN MINES.			
Shares.	Mines.	Paid.	Last Pr. Business.
20000	Anglo-Argentine, c. Argentine Republic	1 0 0	3½ 3½ 3½
20000	Anglo-Australian, c. Victoria	1 0 0	3½ 3½ 3½
100000	Anglo-Brazilian, t. Brazil	0 12 0	25 25 25
12500	Anglo-Italian, c. Italy	1 7 6	25 25 25
20000	Arivaca, c. s. Arizona	2 10 0	25 25 25
30000	Australian United, c. Victoria	2 10 0	25 25 25
3000	Bellavista, s. Peru	2 0 0	25 25 25
15000	Birdseye Creek, c. California	0 15 0	2 25 25
20000	Braganza, c. Brazil	2 0 0	25 25 25
20000	Capula, c. Mexico	2 0 0	25 25 25
30000	Chontales, c. s. Nicaragua	5 0 0	3½ 3½ 3½
100000	Culaba, c. Minas Geraes, Brazil	0 10 0	25 25 25
20000	Eberhardt and Aurora, s. Nevada	10 0 0	15 17 18
100000	Elcipse, c. California	0 16 0	1½ 1½ 1½
15000	El Chico Silver Mining and Reduction Company	1 0 0	25 25 25
60000	Exchequer, c. s. California	2 0 0	25 25 25
40000	Fortune Copper Mining Co. of Western Australia	5 0 0	25 25 25
50000	Frontino and Bolivia, c. New Granada	1 18 0	7½ 7½ 7½
150000	General Brazilian, c. (1 shares)	0 17 0	25 25 25
25000	Guerrero, c. Mexico (total cap., 50,000 shares of £1)	0 10 0	25 25 25
100000	Imperial Ottoman, s. t. Turkey	1 0 0	25 25 25
50000	Javali, c. Nicaragua	2 0 0	25 25 25
7927	Lusitania (Portugal) (15 shares)	8 0 0	3½ 3½ 3½
51000	New Quebrada, c. Venezuela	5 0 0	25 25 25
50000	Oldfield, c. s. Nevada and California (and reduced)	1 0 0	1½ 1½ 1½
80000	Pestarena United, c. Italy	3 0 0	3½ 3½ 3½
100000	Rosa Grande, c. Brazil (1 shares)	0 15 0	25 25 25
50000	Sao Vicente, Brazil	0 6 0	25 25 25
60000	South Aurora, s. White Pine, Nevada	5 0 0	25 25 25
50000	Taquaril, c. Brazil (1 shares)	0 16 0	1 1½ 1½
10000	Thornhill Reef, c. Australia	1 0 0	1½ 1½ 1½
40000	Tuolumbe, c. California	2 0 0	25 25 25
4174	United Mines, c. Mexico	28 5 2	3½ 3½ 3½
3000	Val Antigua, c. Italy	1 12 6	25 25 25
80000	Worthing, c. South Australia	1 0 0	25 25 25
75000	Yorke Peninsula, c. South Australia	1 0 0	25 25 25
45000	Yudanamutana, c. South Australia	3 0 0	3½ 3½ 3½

NON-DIVIDEND MINES.			
Shares.	Mines.	Paid.	Last Pr. Business.
12000	Ashton, t. c. Carnarvonshire	5 0 0	4½ 3½ 4½
12000	Cae Gwyn, t. Cardigan	2 0 0	3½ 3½ 3½
1000	Carn Brea, c. t. Illogan	35 0 0	50 54 56
3000	Chiverton, t. Perranzabuloe	11 5 0	1 1½ 1½
2000	Chiverton Valley, t. Perranzabuloe	7 11 0	3 2½ 3
512	East Bassett, c. Redruth	4 0 6	3 3½ 3½
6000	East Grenville, c. Camborne	4 13 0	3½ 3½ 3½
1200	Fedw, t. Llanidloes	10 0 0	25 25 25
3000	Florida, s. t. Cardigan	3 0 0	25 25 25
5000	Gorsedd and Celyn Level, t. Flintshire	2 0 0	3½ 3½ 3½
400	Hingsford, c. Calstock	6 4 0	7½ 7½ 7½
400	New Wheal Seton, c. Camborne	70 0 0	45 35 45
5836	North Trekerby, c. St. Agnes	2 0 4	3½ 3½ 3½
15000	Penryn, t. c. Carnarvonshire	2 0 0	13½ 13½ 13½
12000	Plynnimmon, t. Llanidloes	2 5 0	2 2½ 2½
1024	Rose and Chiverton United, t. Newlyn	8 0 0	11 10 11
10000	Tan-yr-Alit, t. c. Carnarvonshire	3 0 0	13½ 13½ 13½
12000	Van Consols, Llanidloes	2 10 0	2 13½ 13½
12288	West Caradon, c. St. Cleer	2 17 0	1¼ 1¼ 1¼
12000	West Maria and Fortescue, c. Llanidloes	3 13 0	15½ 15